

ALL HANDS

MAY 1969





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

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● FRONT COVER: OUT OF THE SKY—A Navy frogman heads for a mission via parachute. Panels in chute enable jumper to control descent and land closer to the target.—Photo by Ralph C. Payne, Chief Photographer's Mate, USN.

● AT LEFT: FOLLOW THE LEADER—Ships of the Atlantic Fleet make a salty picture as they cruise in line through choppy waters following exercises at sea.—Photo by B. M. Andersen, Chief Photographer's Mate, USN.



ALL HANDS

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PASS THIS COPY ALONG



Aviation Electronics Technician
1st Class Anthony C. Hanson

Radioman 2nd Class Robert L. Keim



and Marine Corps Medal. Some have ships named after them. Their periods of naval service, in the examples we have selected, range from 1870 to 1968. Their stories sound similar in many ways, and well they should. They had much in common.

A lot of people relate courage to fear. Fear for one's own life, or fear of what others might think, they say, is what makes a man face grave danger without flinching. So maybe these people haven't heard about Francis Pierce, who was a pharmacist's mate 1st class during World War II.

THE CAMPAIGN was Iwo Jima. The date, 15 and 16 Mar 1945. Pierce was with the Second Battalion, 24th Marines, Fourth Marine Division.

Everybody knows that Iwo was pure hell, and that combat gallan-

to safety, then faced the problem of getting the litter-bearers out of there with their stretchers.

He brazenly stepped out in the open to draw the enemy fire to himself. While the enemy machine-gunners were busy trying to cut him down, the litter-bearers were able to reach cover.

Pierce then turned his attention to the two remaining casualties. As he tried to stop the bleeding of one of the men, an enemy soldier stepped from a cave less than 20 yards away and fired at him and his patient. Again, Pierce deliberately exposed himself, to draw the attacker out of the cave. He then lifted the wounded man to his back, and carried him across 200 feet of open terrain through deadly rifle fire.

Now there was one wounded Marine left. Pierce was exhausted. He was warned that it would be suicidal to cross that fire-swept,

The many faces of

MEN HAVE TRIED many times to define courage. Mostly, they fail . . . well, not fail, exactly, but at least they fall short of a complete definition. Why? Because courage manifests itself in so many different ways.

Many, when asked to define it, end up saying "Wait a minute, here's an example," and then go on to tell their favorite story about valor in combat, or victory against great odds.

What is courage? Here are some examples. They are just a few, of course, among many thousands of stories about Navymen of courage. These are stories of enlisted Navymen of courage. Some have won the Medal of Honor. Others, the Navy Cross, and others the Navy

try was the order of the day. But Petty Officer Pierce stood out even among his group of intrepid men.

For two days, he was constantly under fire, patching battle wounds, carrying casualties back to aid stations, and generally acting like a corpsman in combat. Any time a dangerous assignment came up, Pierce volunteered.

On the 15th, Pierce was with a party of men transporting two wounded Marines to a forward aid station. Suddenly, machine-gun fire ripped through the group, wounding a corpsman and two of the eight stretcher-bearers.

Pierce took charge. He carried the newly wounded men to cover, and administered first aid. He managed to get three of the casualties

open area again. Pierce crossed it again, and then recrossed it, carrying the last wounded Marine to safety.

The next day, Pierce accompanied a combat patrol which returned to the sniper nest to clean it out. There were more casualties. While he was patching up a wounded Marine, he was seriously wounded himself. He refused to accept immediate first aid; instead he directed others in treating his patient. Only when his patient had been treated would he accept treatment himself.

Francis Pierce was courageous, to be sure. But his courage had nothing to do with fear. You might say his heroism typifies the actions of a man with the deepest sense

of loyalty and regard for the members of his unit.

MAYBE COURAGE is the resolve never to quit; the grit that makes a man hang on like a bulldog, no matter how bad things might seem. If that's courage, then Boatswain's Mate 1st Class Joseph J. Harrison has plenty of it. Harrison's enemy, however, was a natural one.

On 2 Dec 1961, Harrison and Storekeeper 1st Class Leonard Weisensee were duck-hunting along the Weser River, near Bremerhaven, Germany.

As he went after a duck which had fallen about 50 feet from shore, Weisensee stepped into a low-tide mudhole and began to sink.

Harrison immediately tried to reach Weisensee to help him out of the hole. He too stepped into the leading edge of the mudhole and

Boatswain's Mate 1st Class Luther N. Rooks



Hospital Corpsman 2nd Class
Michael H. Champine



LT George K. Carpenter

COURAGE

began to sink. He struggled free, however, and dashed back to the shore for the only gear that was available—two wooden stools.

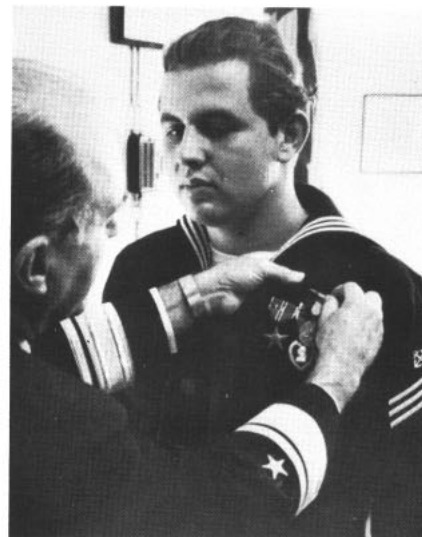
He knew he didn't have time to go for help. It would be dark before long, and that meant the tide would come in. Weisensee was still stuck fast, and sinking deeper.

Well aware of the danger involved, Harrison returned to his trapped buddy. He edged as close to Weisensee as he could, and placed the stools in the mud. Then he took off his parka and spread it on the mud. He instructed Weisensee to lean forward and lay as much of his body as possible on the parka, while grabbing its sides and pulling.

Harrison then stood on the stools and pulled both the parka and its



Hospitalman Mike House



Seaman Rubin G. Binder, USNR



Gunner's Mate 1st Class Thomas C. Darley



Seaman Clarence E. Bell

occupant toward himself. By this time, Weisensee was chest-deep in the mud. The struggle was agonizing; Harrison kept pulling; the mud kept sucking. It went on like this for two hours. Finally, Harrison won the tug-of-war, and his friend slipped free.

A short while later, darkness fell, and with it came the tide, flooding the area. Harrison had hung on that extra minute more, and had beaten the odds against him.

IT'S ALMOST COMIC to visualize Chief Boatswain's Mate John MacKenzie, on that morning back in 1917—until you remember what might have happened to him.

His ship, *uss Remlik*, was battling a heavy gale. The seas were huge.

The depth charge box on the taffrail was washed over the side. Unfortunately, as the box went over, the depth charge it contained fell inboard, and began to roll crazily about the deck.

It would have been impossible to carry the explosive to safety until the ship was brought around and headed up into the sea.

Chief MacKenzie acted quickly.

He grabbed the depth charge and sat down on it. Then he stayed astride his volatile mount until the danger was over.

Through quick thinking and a willingness to expose himself to danger, Chief MacKenzie had averted, at the least, a serious accident, and had probably saved his ship and her crew.

IT TAKES a good deal of courage even to be part of a SEAL team. It's a volunteer outfit, and just about every assignment is a dangerous one.

Senior Chief Interior Communications Electrician Robert T. Gallagher is exceptional, however, even for a SEAL team member.

In March 1968, Senior Chief Gallagher was assistant patrol leader on a night combat operation in South Vietnam. The mission involved deep penetration into a Viet Cong base camp. When the patrol neared a large barracks in which were about 30 well-armed VC, a sentry spotted them, and suddenly the place was bedlam.

The firefight was fast and furious, and Chief Gallagher was wounded in both legs. At the same time the

enemy was being repaid; Gallagher himself accounted for five of the enemy losses. His patrol leader was seriously wounded, so Gallagher took over and began leading his men out.

They fought their way about 1000 yards through the enemy territory, to an open area, and radioed for helicopter support.

Gallagher exposed himself continually to heavy automatic-weapons fire to direct the helicopter gunships and rescue helos to the pickup zone. He was again wounded, but succeeded in getting his men aboard the helos and out of danger.

Despite being wounded several times, Senior Chief Gallagher had proven that he had what it takes to be a combat leader—you might call it courage.

HOW FAR would most men go to save a group of shipmates? William Halford, a coxswain aboard *uss Saginaw*, traveled 1500 miles through open sea.

Saginaw left Midway Island on 28 Oct 1870 en route to the United States. At about 0300 on 29 October, the ship ran aground on Ocean Island, a small, uninhabited bit of



Hospitalman Paul Hinojos



Radioman 3rd Class Aubra E. Thomas

land well out of the ordinary sear lanes.

All attempts to free the ship failed. She had a hole in her hull anyway, so she was abandoned and all hands (93 of them) successfully made it to the beach. They salvaged the captain's gig, and a small amount of food and supplies.

Now what? Since their hope for rescue was just about nonexistent, the *Saginaw* crew prepared the gig for a 1500-mile voyage to Honolulu, the nearest port from which relief could be expected.

A lieutenant and four enlisted men volunteered and were selected, and on 18 November, the group pushed off on their hazardous journey. Thirty-one days later they arrived off Kauai, Hawaii. A difficult job still lay ahead, however. Getting the boat through the pounding surf to the beach was going to be the toughest part of the trip. The five were understandably weak after their ordeal, and this was to be the undoing of most of them.

Just as they were getting ready to beach the gig, a large wave broke aboard aft. As they fought to bring the boat under control, another breaker broke on board, and the

boat capsized in the heavy surf.

Two of the crewmen were washed away immediately. Coxswain Halford caught hold and stayed with the little boat. The lieutenant attempted to climb up over the stern, but he was just too weak, and was washed off and sank. Halford and one other man were all that were left of the tiny crew.

Halford hung on to the boat, worked his way around to the stern, and pulled himself onto its bottom. He quickly stripped himself of his clothes, so that he could better fight the surf which was tearing at the boat.

Another wave righted the gig, and Halford pulled the only remaining man aboard with him. Just then another breaker flipped the boat over twice, but it landed upright, and headed onto the breakers.

Halford hung on, and the boat finally beached. He helped his shipmate ashore, and went back to the boat to get the letters and other documents which *Saginaw's* skipper had entrusted to him.

When Halford got back to his shipmate, he was dead. He dropped down on the beach, and slept

there until the next morning. Then he went for help, and *Saginaw's* crew was ultimately rescued. By refusing to give up, Coxswain Halford had saved his shipmates.

ALTHOUGH Halford had made a supreme effort to save his shipmates stranded on a deserted island, he had also been keenly interested in saving his own life. Seaman Johnnie Hutchins, however, knew he had had it. Still, he expended the last of his living energy in an effort to save his ship.

It was September 1943, and LST 473 bore down on the beach at Lae, New Guinea. Black shellbursts dotted the sky and the scream of shells combined with the roar of big guns was deafening.

A murderous hail of bullets from shore batteries and bombs dropped from enemy aircraft battered the invading force.

Up in the pilothouse, the helmsman saw a torpedo pierce the surf and speed with deadly accuracy toward the ship. In the tense split-seconds before the helmsman could steer clear of the threatening torpedo, a bomb struck and knocked the helmsman from the wheel.

"... he remained at the helm"

Johnnie Hutchins was mortally wounded by the explosion of the bomb. Still, he knew that the torpedo would not miss its mark if LST 473 kept its course. He grabbed the wheel, and with his last bit of strength, steered the ship out of the torpedo's path.

He died still clinging to the helm. The Navy named a ship for him.

THERE'S AN OLD saying used to describe courage. Something about a man's willingness to "march up to the cannon's mouth." The description doesn't exactly fit Boatswain's Mate 1st Class Jim Dixon, but it isn't far off.

Petty Officer Dixon was duty master-at-arms on board USS *Sellers* (DDG 11) on the morning of 10 Sep 1964. The ship was moored in Naples, Italy.

One of Dixon's shipmates chose that morning to lose control. He got hold of two .45s, made his way to the signal bridge, and threatened to shoot anybody who came close to him.

One crewmember did get too close, and the pistol-waving sailor fired at him and missed.

Then Dixon arrived on the scene. He knew the man would have to be disarmed, somehow. Maybe he could be talked out of his weapons. He advanced, unarmed, toward the man.

His shipmate pointed one of the .45s at Dixon, and told him to keep away or he would fire. Dixon continued to walk toward him, all the while trying to convince him to drop the weapons.

Finally, after several nerve-racking minutes, Dixon succeeded in disarming the man, and put him under protective custody.

Boatswain's Mate Dixon's action took more than raw courage—he displayed a combination of heroism and leadership in an incident that could have resulted in violence and death.

AND THEN there was Signalman 1st Class Chester Smith, who was patrol leader on a PBR combat patrol on the Mekong River in Vietnam in December 1966.

When he spotted a sampan with three VC aboard enter a narrow canal, Petty Officer Smith immediately went into the canal after it.

There were more VC along the canal bank, and they began firing at the patrol boat.

Smith directed his crew in returning suppressive fire, which killed eight Viet Cong. He went back out to the river, and summoned his cover boat, and the two entered the canal to investigate further. There must be some reason why they were so interested in keeping him out of that canal, he figured.

When the two boats had gone a short distance up the canal, Petty Officer Smith saw the reason for the VC unhappiness at the arrival of his PBR. Forty sampans were lined up along the canal bank preparing to take aboard a company of Viet Cong soldiers.

The enemy opened fire, probably expecting the two boats to turn and back off from a superior force. Chester Smith had other ideas. He immediately attacked, and the surprised Viet Cong scattered and retreated in confusion.

While still returning the VC fire coming from the canal bank, Petty Officer Smith and his gunners systematically began destroying the sampans lined up along the bank.

Then he took his patrol back out to the river, rearmed, and reentered the canal. He personally directed his machine gunners in silencing six enemy weapons positions. Then he called in a helo and directed its rocket attack on a camouflaged bunker. A large secondary explosion completely destroyed an enemy ammunition cache.

When the four-hour engagement had ended, Petty Officer Smith's PBRs had accounted for 15 enemy confirmed killed, 28 sampans sunk, 12 more damaged, three sampans captured, and an enemy ammunition cache destroyed.

As you can see, courage takes many forms. Maybe it will be summoned only once in a man's life. Perhaps it is a daily routine.

Again, courage is rather difficult to define. But one thing's for sure. It's easy to recognize.

—Jim Teague, JOC, USN.

How Many Degrees of Courage?

There are different kinds of heroes, and there are different decorations awarded for their heroism.

How many degrees of courage are there? The accompanying article illustrates just a few examples. Perhaps one man's action results in the direct saving of one life. Maybe another's heroism indirectly saves a whole ship and its crew. Sometimes a heroic deed takes place during peacetime, in a noncombat area. Is the action in his case less courageous than that of a combat hero?

For these reasons, the accom-

panying article did not spell out what medal each of the Navymen mentioned received.

For the record, however, here is what each enlisted hero was awarded:

Francis Pierce Jr., PH1—Medal of Honor
Joseph J. Harrison, BM1—Navy and Marine Corps Medal
John MacKenzie, BMC—Medal of Honor
Robert T. Gallagher, ICCS—Navy Cross
William Halford, Coxswain — Letter of Commendation
Johnnie Hutchins, Seaman 1st Class — Medal of Honor
James T. Dixon, BM1—Navy and Marine Corps Medal
Chester Smith, SM1—Navy Cross



Personnel Office

Where the Action Is



IN VIETNAM, the Da Nang Naval Support Activity's Personnel Office is a busy place—and small wonder. About 900 men call there each day to turn the key to their future. Job assignments, requests for changes to orders, travel arrangements and flight dates back to the States are just a few of the items controlled there.

Eighty-seven Navy men in the office provide services to more than 10,000 sailors assigned to the Command and scattered among detachments throughout the I Corps. To make certain records are current and that everyone gets the word, somebody is constantly on duty there.

The Da Nang office is divided into five sections. Four sections are set up as complete personnel offices, each handling more than 2400 service records. The fifth is custodian of 700 sailors designated for further transfer. Such men are assigned to Coastal Division 12, the

River Patrol Boat Support Base, explosive ordnance disposal teams and other Navy units in I Corps.

Within the office, personnelmen in the Diary, Statistics and Assignments Section keep themselves busy maintaining locator files, issuing TAD and no-cost orders and ID cards when necessary. To keep the diary current, the staff make between 200 and 300 entries each day.

THE WORK of the section directly affects each sailor in the I Corps area. One of its most important tasks is assigning personnel to a division within the command.

The Flight Control Section is both the beginning and the end of duty in Vietnam. It ushers Navy men into Da Nang and sees them out. Its job is a big one for about 1500 I Corps Navy men return to the States each month.

Because the men served by the Da Nang personnel office are so

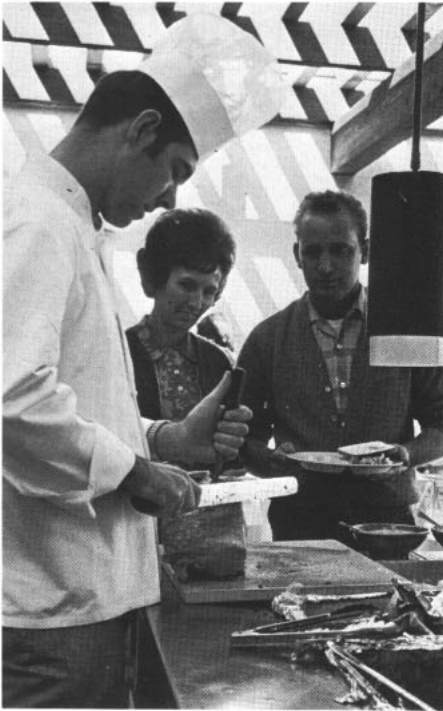
scattered, maintaining files sometimes requires more or less unorthodox procedures such as mailing parts of records to be corrected to the boondocks for a Navyman's approving signature.

Fortunately, the need for correction is kept to a minimum. A recent audit of about 2500 service records revealed only nine hard-to-find errors.

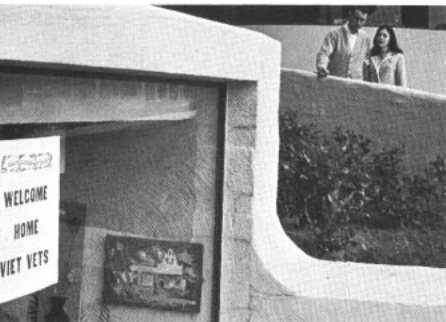
To keep themselves in the proper frame of mind, each man imagines how he would feel if he were on the other side of the window trying to turn the key to his future.

Clockwise from Top Left: (1) Personnelman 3rd Class T. R. Douzat helps Navyman check his service record. (2) Senior Chief Personnelman Jack O. Collins and Personnelman 1st Class Robert Woods review reports. (3) Section leaders hold weekly meeting with Chief Collins to discuss problems.

—Ed Leatherwood, JO2, USN.
Photos by Ron Garrison, Airman.



Camelback Inn serves buffet lunch to Engineman 1st Class John Goddard and his wife



LTJG Larry McNeely and his wife take a walk through inn grounds



Breakfast in bed is served with a smile to Yeoman 2nd Class Bob Huffman



Welcome committee members pose with Michael Kilbane, Robert Huffman and Carter Morris

Stateside R&R

HOLIDAY

THE LATE afternoon sun had just begun to fade below the horizon of the Arizona desert as the plane carrying 54 returning Vietnam veterans touched down on the runway of the Phoenix airport.

A large welcoming committee was on hand to meet the men who would spend a free, week-long vacation at the Camelback Inn resort just outside Phoenix.

The vacation, compliments of the inn management, is provided annually to deserving veterans from Vietnam who are scheduled for rotation.

The group included Navy and Coast Guardsmen, Marines, Air Force and Army personnel.

Upon leaving the plane, the men were met by Phoenix dignitaries along with a band and pompom girls from Arizona State University. The wives of some of the men were also on hand.

After a brief welcoming speech by the Mayor of Phoenix, the men were whisked off to the six-acre

resort in chauffeur-driven limousines.

Upon arrival at the inn, they were given refreshments and the single men were introduced to the hostesses who had volunteered to take part in the week-long festivities.

The following morning, Miss Laura Axene, the social hostess for the inn, spelled out the week's planned activities to the veterans who, just two days before, were sitting at the Saigon airport awaiting their flight to the United States.

"Breakfast in bed will be served to everyone each morning," she said.

"A buffet luncheon will be served each day at poolside.

"Tonight there will be a steak fry on Mummy Mountain not far from here," she said.

As the hostess continued with the scheduled activities, the men shook their heads in disbelief.

"Other activities will include a professional basketball game, ice-



Greeting from wife Shirley at airport
for LTJG Larry McNeely



Vietnam veterans enjoy luncheon by pool

FOR HEROES

skating, an afternoon at the horse races, a pitch-and-putt golf tournament and horseback riding," she continued.

"A community banquet will be held in your honor Thursday night and Friday night will feature a visit to the Playboy Club."

Free rental cars were provided to those wishing to see the sights of Phoenix.

The men laughed as the hostess concluded, "Let me know if you

have any spare time on your hands during the week."

"A fantastic way to let down," one man said.

Another replied, "I still can't believe it."

The Phoenix newspapermen and television newsmen paid many visits to the inn during the week to hold interviews with the honored guests.

Many business establishments in Phoenix displayed signs saying

"Welcome Home, Vietnam Vets."

At week's end, many "thank you's" were extended to the staff of the inn for their hospitality.

Lieutenant (jg) Larry J. McNeely summed it up when he said, "This week has been the greatest gesture of appreciation that could possibly be given to me and the other men for serving our country in Vietnam."

—John Gorman, PHC, USN
PacFleet Combat Camera Group

An afternoon of riding was enjoyed by returning servicemen



Will Big Red Meet DER 393?

Well, Punch My

AS I APPROACHED the pier at Pearl Harbor, the sight that greeted me should have made me happy. There on the dock were the crowds of people waving banners saying "Welcome Home DER 393." That's me. 393. I should have been happy. You know what I mean?

The band kept playing this joyous, peppy tune, and the kids waved their arms and jumped up and down and shouted to their daddies. I'm young (25), good-looking, and in love. I should have been deliriously happy.

But, somehow, I just couldn't get excited or hopped up about the occasion. Here I was in Pearl Harbor, and there was Big Red, my computer friend, some 4000 miles away, hard at work digesting figures in a Fort Worth bank. How could I possibly be happy?

At times, on these overseas deployments, things happen to you. Things that change your life. That's what happened to me, I guess.

It all began last year, when my commanding officer began having trouble with his checking account. It seems that when he had been transferred, the bank had neglected to change his address in their files. His statements were being readdressed to him at his new command, and sometimes they would not reach him until they were already two and three months late.

HE DECIDED to take positive action. He wrote to the bank, addressing his letter in such a way that it could not possibly be misdirected or misunderstood.

"Dear Computer," he wrote, "Having tried several times unsuccessfully to get your human masters to correct my address for all correspondence and dealings with the bank, I now turn to you for assistance.

"At first I thought of writing to Addressograph, but after reflection I decided that this would be working through a lesser machine and would not be satisfactory. Therefore, would you, at your convenience, change my address to: Lieutenant Commander Robert F. Baril, USN, *uss Haverfield* (DER 393), FPO, San Francisco, Calif. 96601.

"The above address change would ensure that I hear from you in a reasonable time frame vice the two to three months it now takes. I am the commanding officer of one destroyer off Vietnam, and the address you are using is that of another destroyer I served in. The misrouting that results is very confusing to some of your fellow computers. Everyone knows how you all hate to be wrong, and here is your chance to correct one bit of information that will help me considerably.

"With fondest personal regards I remain, Very truly yours, 3 29102.

"P. S. Enclosed is a picture of the correct address in case you are equipped with an optical scanner."

The photograph he sent was a port quarter view, and although it is not really my best side, showed me cutting a fine wake. If the sun had only been just a little bit higher, it would have been a much better picture, certainly more flattering. I find my photographs are best when they are taken about 1300, from about 30 degrees off the starboard beam . . . but I'm digressing, silly that I am. Let me get back to my story.

THINGS WENT ON about the same for awhile. We conducted our Market Time searches. Part of our job was to check suspicious craft and junks, some of them filled to the brim with fish. Echh, the smell of all those fish, day after day, was almost too much for me.

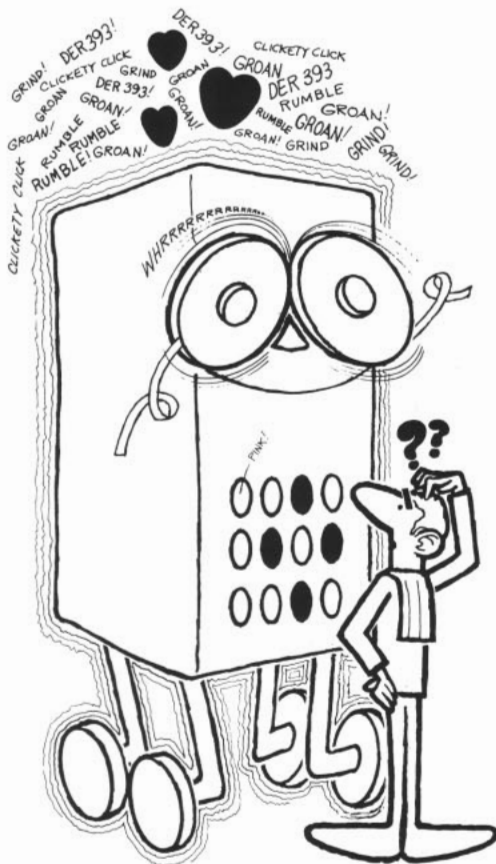
Then one day, THE letter arrived from "Big Red," the 360 computer at the Fort Worth National Bank. How could I have known that a little piece of paper would come to mean so much to me?

"Dear 3 29102," Big Red began his reply to my CO.

"Because, as your computer, I have processed your personal business, would you please not think me presumptuous if I should call you by your self-check digit, viz:

"Dear 2,

"When I think of those human types who are always gorging me with their programs and sometimes indigestible and confusing data, it is good to hear from someone who has been considerate of me. Thanks for writing me instead of THEM.



Card!

"My memory has been updated with your address, and until you tell me differently, all correspondence and data will be routed to you aboard 393.

"Fortunately, they have programmed me to please, and I aim to do just that—and to show you how much—I have called upon all my transistors to give everything I have. If that sounds a little shocking—well, that is just the way I am."

I was a little shocked in the beginning, as I read that bit over my commanding officer's shoulder, but I have come to the conclusion that I'll just have to accept Big Red the way he is—overactive transistors and all, you know what I mean?

Big Red continued: "My friends here at Fort Worth National have programmed me also to assure you that all of us, including people, give you and your men our full support and best wishes."

IT WAS along about here that I began to feel that Big Red was not just another run-of-the-mill 360. He was something special.

Big Red closed with "My fellow computers, Ten and Old Blue join me in wishing you clean contacts, open channels, and fast throughput."

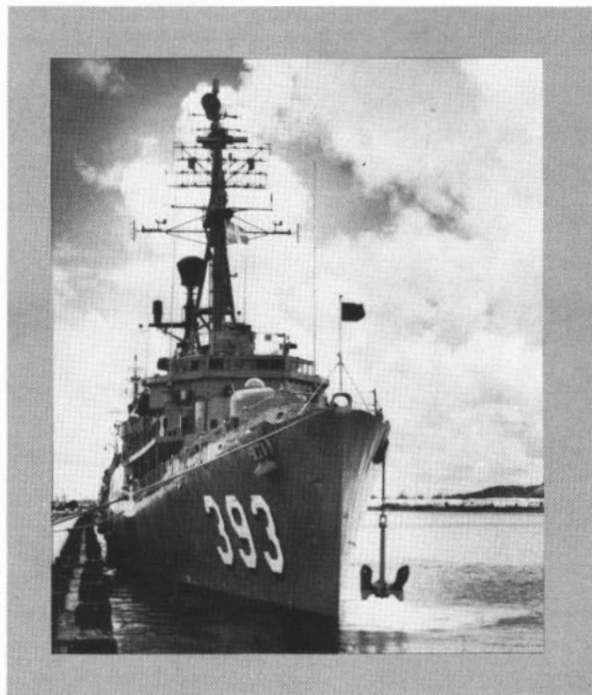
Isn't he just too much?

Then he signed his letter "Infalli*@cVKP& . . . cancel . . . Infallibly, Big Red, Sys 360-30, Data Processing Dept., Fort Worth National Bank."

Big Red's postscript is a little embarrassing to tell you about, but since you already know most of the story, I'll blushingly tell you the rest.

"P. S. Not being equipped with optical scanning, I have had the picture of 393 reduced to digital expression and stored in my memory bank. Say—393 really turns me on." (Aw, he's just saying that). "I am receiving signals from her superstructure 5 x 5." (Well!). "Also, Old Blue wonders if she has a friend. Maybe 394."

Along with his letter, Big Red sent a picture of himself, and as soon as I saw it I knew. This was IT. I was bow over stern—I was hooked. Such clean, simple lines. Fascinating tape reels. What dials. Big Red is just . . . well, fabulous, that's all.



USS Haverfield (DER 393)

OF COURSE, there were four young girls in the picture too, but I know Big Red just thinks of them as co-workers, nothing to be jealous about.

My commanding officer kept writing to Big Red, and I, of course, kept looking over his shoulder. He tried to arrange a contact for Old Blue with my sister ship *uss Camp* (DER 251), but I never did find out if they got together or not.

Incidentally, when my CO was describing *Camp* to Big Red he wrote that "While she may be a little older, and perhaps not quite as good-looking or as well built topside, she has a wonderful personality."

You probably think it's no business of mine to tell you about that, but if it's true—and it is—why shouldn't I let you know? You know what I mean?

Well, anyway, now you know why I was so sad when we pulled into Pearl Harbor. Here I am, a strictly seagoing gal, and there, miles and miles from any port, sits Big Red at the Fort Worth National Bank. A landlubber.

—Story by USS Haverfield (DER 393)
as told to Jim Teague, JOC, USN.

Haverfield officers discuss saga of Big Red and "393"

A letter to Big Red

Big Red and his crewmembers



MAN



OF FAITH MAN OF VALOR

ON THE FIRST FLOOR in the building that houses the Navy Chaplains' School at the Newport Naval Base is the Capodanno Memorial Chapel. It was dedicated in honor of Lieutenant Vincent R. Capodanno, USNR, first Navy chaplain to die in Vietnam.

His death was a brave death. And as a result, earlier this year he was awarded the Medal of Honor, the second awarded chaplains for service in Vietnam.

The other recipient was Captain Angelo J. Liteky, U. S. Army Chaplain Corps. Now assigned to the U. S. Army Garrison, Fort Bragg, N. C., Chaplain Liteky was serving with a company of the 199th Light Infantry Brigade engaged in heavy fighting in the

Bien Hoa Province a few miles northeast of Saigon in December 1967.

Although wounded in the neck and foot, the chaplain courageously carried more than 20 casualties to a helicopter evacuation area, then, in the face of enemy fire, personally directed the landings and launchings of the medevacs. Meanwhile, he returned to the heat of battle and, moving through heavy enemy fire, administered last rites to dying infantrymen and continued to help wounded reach the landing zone.

CHAPLAIN CAPODANNO was serving in the field also. As padre of the 3rd Battalion, 5th Marines, 1st Marine Division, he had been with the Corps in Vietnam for almost 20 months, just two months short of the total time he was to serve in the Navy Chaplain Corps.

What he may have lacked in military service time, the 38-year-old priest made up for in experience and courage.

Before receiving his naval commission, as a Maryknoll Father he had worked with the foreign mission society in Taiwan and Hong Kong for nearly seven years. His knowledge of the Hakka dialect of the Chinese language was wide and he was familiar with oriental culture and philosophy, primarily through his association with the Cantonese and with aboriginal tribes on Formosa.

His hobby was reading, an appetite cultivated early in childhood.

Born on 13 Feb 1929 in Richmond County, N. Y., Chaplain Capodanno was one of nine children. He attended grade school at P. S. 44 on Staten Island and graduated from Curtis High School there in 1947. After studying at Fordham University in New York for a year, he entered Maryknoll Seminary College at Glen Ellyn, Ill. There he received his B. A. degree in 1953, after which he transferred to Maryknoll Seminary in Bedford, Mass., to study for the priesthood.

HE BECAME a priest in June 1957. The next seven years he devoted to missionary work in the Far East. Then he transferred to Honolulu where he applied for service with the Navy Chaplain Corps, ask-





ing specifically for an assignment with the Marines in Vietnam.

His appointment became effective on 4 Nov 1965 and he was ordered to active duty on 2 Jan 1966. After attending an indoctrination course at the Navy Chaplains' School, he underwent two weeks' instruction at the field medical service school at Camp Pendleton, Calif., before taking passage overseas to join the 1st Marine Division in the Republic of Vietnam.

During the time Chaplain Capodanno served in Vietnam he participated in eight military operations — Nevada, Montgomery, Mobile, Franklin Phase I, Fresno, Golden Fleece, Rio Blanco, and Swift. It was during the Swift Operation in the Quang Tin Province, about 25 miles south of Da Nang, that he was killed.

It happened in the late afternoon of 4 Sep 1967. Allied forces were embattled with major North Vietnamese Army troops on a hilly terrain surrounded by rice fields. To assist in the fight, several Marine companies, together with the command group of the 1st and 3rd Battalions, 5th Marines, with whom Chaplain Capodanno was serving, were flown to the battlefield by helicopter.

Their arrival temporarily scattered the enemy troops and drove them into well concealed cover. Consequently, action became a massive hide-and-seek operation covering an area about five miles in diameter. Involved often in savage hand-to-hand combat were two Marine battalions and an estimated three enemy regiments.

CHAPLAIN CAPODANNO was with the company command group that was scouring the rolling tropical countryside which showed evidence of long-standing Viet Cong control. There had been a dozen or so major engagements in the vicinity between April and September of that year.

Suddenly the advance platoon made contact on the crest of a low hill. The action which followed won some ground on the forward slope; however, the enemy was well dug in, carefully placed and camouflaged into the brush and hedgerows. The enemy appeared like walking bushes as they attacked the Marine positions.

When radio messages indicated the first platoon

As far as is known, Chaplain Capodanno is the sixth military chaplain to be awarded the Medal of Honor. More certainly, he was the first to be honored posthumously.

History records show three chaplains received the medal during the Civil War. Although the accounts on file with the Army Department do not indicate in which service they were assigned, they are listed as Chaplains John M. Whitehead, Francis B. Hall, and Milton A. Harvey.

In World War II, Commander Joseph Timothy O'Callahan, CHC, USNR, earned the fourth Medal of Honor. His courageous efforts in helping to save the carrier *USS Franklin* (CV 13) in 1945 after she was bombed by Japanese planes were said to have inspired the crew to return the crippled ship

to port. (See *ALL HANDS*, November 1964, page 54, and December 1968, page 4.) After the war, Chaplain O'Callahan returned to Holy Cross College in Worcester, Mass., where he taught until his death in March 1964 at age 58.

Fifth to receive the Medal of Honor, and the only chaplain now living wearing the star-spangled, blue field ribbon of valor is Captain Angelo J. Liteky, U. S. Army Chaplain Corps, serving at Fort Bragg, N. C. Chaplain Liteky was honored for the courage he displayed in battle while serving with a unit of the 199th Light Infantry Brigade in Vietnam a year and a half ago.

The sixth to earn the MOH was Navy Chaplain Capodanno, whose story is told on this and preceding pages.

had engaged extensive forces and had to regroup, Chaplain Capodanno moved forward into the embattled area. His presence for those who needed encouragement and his confident display of priestly courage were, according to persons who observed, a truly moving experience to his young charges.

SOMETIMES CRAWLING, sometimes running across an open field with little effort to seek cover, the Navy chaplain continuously attempted to get close enough to talk to Marines and to administer last rites where necessary. His action stimulated the men pinned down around him to hold their position against the nearly invisible, pressing foe. Often his words of encouragement and faith were heard clearly above the confusion of battle. The men were inspired to redouble their efforts as Chaplain Capodanno comforted the wounded and aided in guiding them to covered positions. Following his example, other Marines began to do the same.

One casualty recalled that without the chaplain's help in dragging him and his radio up the slope to cover, he would not have made it.

Chaplain Capodanno's strength seemed endless. Then, while moving from position to position in the face of concentrated enemy fire and bursting mortars, he was knocked to the ground by shrapnel.

One arm became useless. Still he did not falter. He neither looked for nor took cover but continued to comfort others.

WORKING HIS WAY forward, the chaplain found a critically wounded sergeant lying on an exposed position of the slope. In his concern for protecting the dying, which apparently was equaled only by his concern for the living, the chaplain reached across an open break in the bushes in the face of cross fire from two enemy machine guns, and handed the wounded sergeant's rifle to a weaponless Marine.

By this time, the 2nd Platoon had shifted to support the 1st Platoon heavily engaging camouflaged enemy troops advancing upon the company's right flank.

The chaplain moved in the direction of the heaviest fire. At every stop he comforted the injured as well as the men fighting. Arriving at the lower slope, he saw a Marine attempting to get a wounded Navy corpsman to cover. Just then the Marine detected an enemy machine gunner's move to within 15 meters of the small clutch of troops.

He took aim with his rifle but it jammed. Quickly he dove for cover, machine gun rounds crashing about him. He turned, saw Chaplain Capodanno and warned him of the gunner. But the chaplain immediately moved at a dash from a crouched position directly toward the corpsman, drawing the enemy gunner's fire.



Lieutenant Vincent R. Capodanno, at right, in uniform and in combat dress, below. Above, the seal of the U. S. Navy Chaplain Corps.



WHEN THE BATTLE ended, Chaplain Capodanno was found dead of multiple bullet wounds. He was inches away from the mortally wounded corpsman.

According to his commanding officer, the chaplain had expressed his intent to go with Company M on their next operation and stay until he knew the men as well as those in the other companies in the 3rd Battalion.

The pattern was much the same wherever he went. He would move to within enemy firing range because he knew that was where he was needed.

Those Marines who were on the Vietnam hillside in his final hour have concluded that Chaplain Capodanno's last act was to aid the dying corpsman either by dragging him to nearby cover or to protect the corpsman with his body.

The chaplain knew of the machine gunner, yet he valiantly strove to prevent the death of a fellow human.

He gave his life in the attempt.

—Marc Whetstone, Chief Journalist, USN.

Destroyer USS Rogers maneuvers alongside
Enterprise to help fight fire on
the flight deck.

USS Enterprise:

BACK INTO ACTION



IT SEEMED LIKE a routine operational readiness inspection. Observers from the Fleet Training Group had stationed themselves throughout the ship to take notes on the crew's response to a general quarters drill.

Almost no one in the crew knew the time that GQ was scheduled to be sounded, but rumor had it the alarm would go off at 0830 — some 10 minutes away.

The big carrier began turning to port to take advantage of the wind for aircraft launch. Men began drifting toward their GQ stations.

Then it happened.

The exhaust from a jet starter cart apparently overheated a Zuni rocket attached to the wing of an aircraft. The rocket exploded and touched off a fire which rolled across the flight deck, igniting bombs and rockets on planes parked nearby. *uss Enterprise* (CVAN 65) was in big trouble.

Explosions tore three big holes through the two-inch-thick steel flight deck. One of the holes went down through two decks and the fantail, and out the stern.

A 26-foot-long scar opened aft of the elevator near the landing safety officer's platform. A hole 15 feet in diameter marred the starboard side. Five-foot-long strips of twisted metal hung downward.

Seconds after the first explosion, general quarters was sounded and the fight to save *Enterprise* was underway.

The ship continued turning to port to take advantage of an 18-knot wind which pushed the flames toward the fantail and away from other aircraft and the island.

FIRE SPREAD and the explosions continued. Portions of the flight deck that had not been blown away buckled from the heat. A fin from an intact bomb fused to a radar assembly 100 feet above.

Lieutenant (jg) Ronald Schneider, waiting to taxi his plane to the catapult, hit the deck, then got up and started running, and finally jumped into a catwalk. He looked around, saw burning fuel roll toward him, then jumped over the side and into the water 65 feet below. (He later was rescued by helicopter.)

An Air Force exchange pilot, Major John P. Heferman, ran forward on the flight deck away from his *Phantom* jet. He turned around to look, but couldn't see his plane because it was in a wall of flame.

Hundreds of Navymen manned fire hoses. The air was thick with shrapnel. Many of the crewmen were wounded, but refused to stop fighting the fire. One hero after another stepped forward to clear the deck of unexploded ordnance.

Meanwhile, the destroyers *uss Rogers* (DD876) and *uss Stoddard* (DD 566) moved from two miles away to within 50 feet of the burning carrier and trained fire hoses on the blaze.

An HC-1 *Seasprite* helicopter, piloted by Lieu-



tenant Commander J. M. Harris, began to retrieve men who had jumped or were blown over the side. J. A. Zils, AMH2, jumped from the helicopter four times to rescue shipmates.

FIRE BEGAN to spread inside the ship. A man below decks who had turned into his bunk after a night watch rolled out to get dressed. Turning to retrieve his trousers from the end of the bunk, he looked up and could see bright sunlight flooding his compartment through a hole in the overhead.

Water gushed through the master-at-arms shack and into the education and training office. Chief personnelman Walter Byrd tied a rope lifeline and led his crew down a ladder to the hangar deck.

Burned and wounded Navymen crowded the sick bay. Special battle dressing stations were set up throughout the ship. Repair parties stuffed more than 1000 OBA canisters into pillow cases and carried them to men fighting fire in compartments.

By 0900, 40 minutes after it started, the fire on the flight deck was under control (fires below deck were to burn for several hours).

Rogers and Stoddard broke off and teamed with USS Bainbridge (DLGN 25) to search for Navymen still in the water.

The *Enterprise* fire 70 miles south of Pearl Harbor on 14 Jan 1969 was costly, but could have been much worse. Twenty-seven Navymen were killed, and 85 injured. Fifteen jet fighter and attack aircraft were

destroyed. *Enterprise* herself had damage estimated at upwards of \$6 million. (The carrier's nuclear power plant was not involved in the accident.)

THE SHIP made it back to Pearl Harbor approximately eight hours after the tragedy began to unfold. Fourteen of the carrier pilots, airborne at the time of the fire, had landed at NAS Barbers Point and were waiting on the pier, as were ambulances, emergency crews and investigators.

Tripler Army Medical Center, some five minutes away by ambulance, had been on mass casualty alert since word of the fire was first received, and already had admitted 46 patients moved off the ship by helicopter. Nineteen others were moved to the hospital by ambulance after the carrier docked.

Most of the injuries were burns and shrapnel wounds. Among those not considered seriously injured was a man who walked out of the ambulance and into the hospital with a piece of shrapnel imbedded in his left shoulder.

Arrangements were made for 10 of the injured to be airlifted to Brooke Army Medical Center, San Antonio, Tex., a hospital which specializes in the treatment of burns.

A Tripler spokesman was quick to praise the *Enterprise* doctors, corpsmen and first aid teams: "The patients came in beautifully wrapped; this indicates the sick bay was operating very well."

By late evening, special phone lines had been rigged on the carrier's hangar deck so that crewmembers could contact their families. Commander Gordon S. Peterson, the communications officer, also worked with his men on 5000 MARSgrams (Military Affiliate Radio System) to *Enterprise* families, to, in his words, "let them know how everything is."

The ship's administrative and personnel offices had the unpleasant duty of preparing a list of dead and injured. Chaplains and casualty assistance officers moved quickly to meet with the next of kin.

BEFORE TIME had a chance to dim the crew's recollections, Rear Admiral Malcolm W. Cagle, embarked on board *Enterprise* as Commander, Carrier Division One, began to investigate the cause of the fire. Statements were taken as the ship returned to port and, ashore, a board of investigation was established under Rear Admiral Frederick A. Bardshar, Commander, Carrier Division Seven.

Representatives from naval shipyards throughout the United States converged on the carrier to assess damage and make recommendations for repair.

Two weeks after the fire, a preliminary report on the cause said an air-to-ground Zuni rocket attached to the wing of a plane apparently exploded after being overheated by the exhaust of a jet starter cart. The finding is tentative, pending further inquiries.

Advanced firefighting systems installed in *Enterprise* were an important factor in controlling the fire and lessening its effect. Also, what was immediately clear was that the *Enterprise* tragedy would have been more serious had it not been for individual acts of bravery and quick, sure damage control by the carrier Navymen.

Chief Warrant Officer Jim Helton said his men

"did a tremendous job of controlling the fire — we hit it with everything we could get our hands on." Another officer, obviously proud of the *Enterprise* crew, said "I knew they were good, but I didn't know they were that good."

Damage control experts believe the *Enterprise* crewmen were able to handle the fire and save the ship only because they had proper training and equipment.

MORE THAN 90 per cent of the men had attended firefighting school during the preceding six months. They had spent many hours at general quarters drill, and had fought numerous simulated fires.

Retired Vice Admiral Gerald F. Bogan, who visited the big carrier a week before the fire, stated that he had "never seen a crew that was better trained or operated better than this one." (During World War II, ADM Bogan was on board the carrier *uss Franklin* when it was attacked by kamikaze planes.)

Admiral John J. Hyland, Commander in Chief, U. S. Pacific Fleet, also was impressed with the *Enterprise* crew: "They did the right things very quickly and very courageously. Many young heroes in that ship came forward and repeatedly accepted situations that were gravely dangerous. They got it under control, and then got it extinguished in a remarkably short time."

Two Pearl Harbor shipyard crews worked 12-hour shifts to get the smoke-blackened ship back in condition. Today *Enterprise* is back at sea.

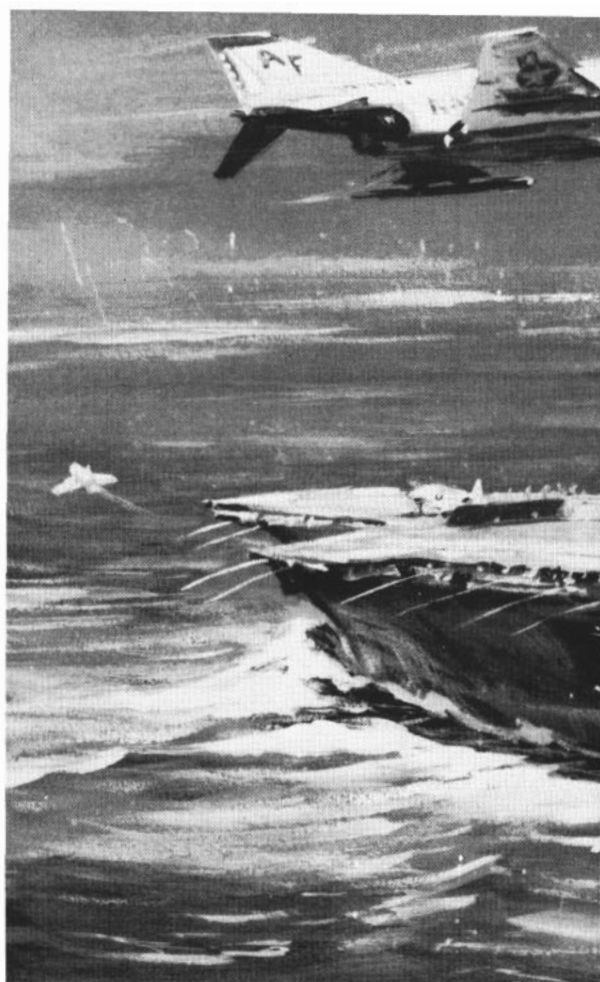
—Al Shackelford, Chief Journalist, USN.

The Carrier: A Basic Program For Safety and Endurance

*On the preceding pages, you have read an on-the-scene report of the fire aboard the attack carrier *uss Enterprise* (CVAN 65). The speedy action and heroism of the crew deserve recognition, and the endurance of the carrier itself to withstand the destructive power of a potent weapon is a point which should not be forgotten.*

The following account is excerpted from a report prepared by the Fleet Operations and Readiness experts in the Office of the Chief of Naval Operations. It is a concise summary of the basic philosophy surrounding the role of the Navy's mobile air bases and the continuing program to carry out their mission and to ensure the safety of the crews against potential hazards.

MODERN ATTACK aircraft carriers with their embarked aircraft represent the most powerful warships ever built. They are essentially offensive weapon systems designed to conduct strike operations against an enemy in a combat environment. Although the inherent mobility of the carrier makes it a difficult target for an enemy to find and attack, carriers are nevertheless designed to absorb damage from enemy action with minimum disruption to operational capability. In this sense, carriers are extremely tough ships.



No attack carrier built during WWII or subsequently has ever been lost to enemy action or to any other cause.

- The *Essex* class, five of which are still in service as attack carriers and seven serving in the ASW role, fought through the air attacks and kamikazes of WWII.

- The more modern attack carriers, represented by the *Midway* class, the *Forrestal* class and the *Enterprise*, have had more extensive protective features, such as armored flight decks, incorporated in their design as the result of WWII experience.

The recent accidental fires and explosions aboard carriers demonstrate the hardness of the modern carrier.

- In the *Forrestal* incident in 1967, nine major caliber bombs detonated on her flight deck. Yet, *Forrestal* could have been repaired by her on-board damage control and repair parties to the extent where flight operations could have been resumed.

- In the case of the recent *Enterprise* fire, again the flight deck was wracked by a number of major explosions, and yet the ship could have resumed her scheduled air operations within hours, as soon as the debris was cleared from the after end of the flight deck.

THE FEATURE OF AN ATTACK CARRIER which provides it with its unique mobility is its combination of tremendous offensive capability and integral logistics support. It is a floating air base, complete with air-



Painting by John Steel, made available by U. S. Navy Combat Art Center, shows *Enterprise* underway at Yankee Station.

craft and the ordnance and jet fuel required to fly them, plus the men required to operate and maintain them, and the facilities to house and feed those men.

Because all of this is packed into the limited confines of the ship's hull, the carrier represents a tight concentration of essentially dangerous elements. On a shore base, the aviation fuel and air ordnance are widely dispersed.

Thus the carrier's great advantage, its mobile, logistically independent base, contributes to the potential danger, where a small fire or explosion, if not quickly controlled, can cause a conflagration.

This is the trade-off the carrier pays for its ability to provide strategic and tactical response unmatched by any other tactical air system, and a capability essential to the national interests of the United States.

Hazards associated with accidental aviation fuel fires and ordnance detonations are not unique to carriers, or to ships for that matter. They are prevalent wherever fuel or explosives are handled, particularly in large concentrated quantities. Catastrophes involving planes, fuel, and bombs have occurred ashore such as that at Bien Hoa in Vietnam, and land bases in the United States.

THE NAVY HAS, as have the other services, long experience in the handling of explosives and, as a consequence, a deep and realistic concern for the dangers involved. Munitions are intended for use against an enemy, and their purpose is to destroy. The Navy

conducts an active, continuing program to reduce the possibility of any accidental explosion aboard ship.

This program extends from initial design of new weapons to their handling and employment in combat, with the objective of making them effective in combat and safe for our own people to store, load and deliver.

The war in Vietnam has resulted in accelerated weapons development and a vastly increased tempo of operations. Accidents have occurred which have resulted in damage to ships and aircraft and in the loss of life, notably those aboard *USS Oriskany*, *Forrestal*, and most recently *Enterprise*. An important point to remember is that these incidents are highlighted by the fact that our carriers have never suffered damage from enemy action. They have the ability to strike the enemy from beyond the range of hostile fire.

Each of the foregoing incidents has triggered a detailed and painstaking investigation into the causes and the possible remedies. As a consequence, many improvements in weapons design and damage control, have been initiated or incorporated in our ships.

The captain of *Enterprise* has stated that the damage aboard his ship might have been much more extensive had not his crew had the benefit of the lessons learned in the *Oriskany* and *Forrestal* experiences.

The Navy is making progress in reducing the potential hazards. The Navy will continue to place the highest priority on reducing these hazards to the minimum level possible, both for the weapons of today and those which will be introduced in the future.



FOR NETHERLANDS NAVYMEN—

A ROYAL WELCOME

SEVEN PROVINCES joined Hampton Roads, Va., recently—but there was no change in topography.

De Zeven Provinciën, a Royal Netherlands Navy guided missile cruiser named for the Netherlands' seven united provinces, arrived in February for a three-day informal visit.

Just what do visiting Navymen do when their ship pulls into the Chesapeake Tidewater? To find out some of the answers, Photographer's Mate 2nd Class Tim Davis quickly befriended the Dutchmen and joined up with their on-ship and off-ship activities.

Tim, assigned to the Combat Camera Group Atlantic in Norfolk, needed a day off to recover, following a whirlwind weekend of shooting and a day in the lab processing and printing. "Those guys love to tour and one needs sturdy legs to catch up with them," Tim commented.

The roving photographer not only caught up with the Dutchmen but he also brought back photographs of the exciting weekend.

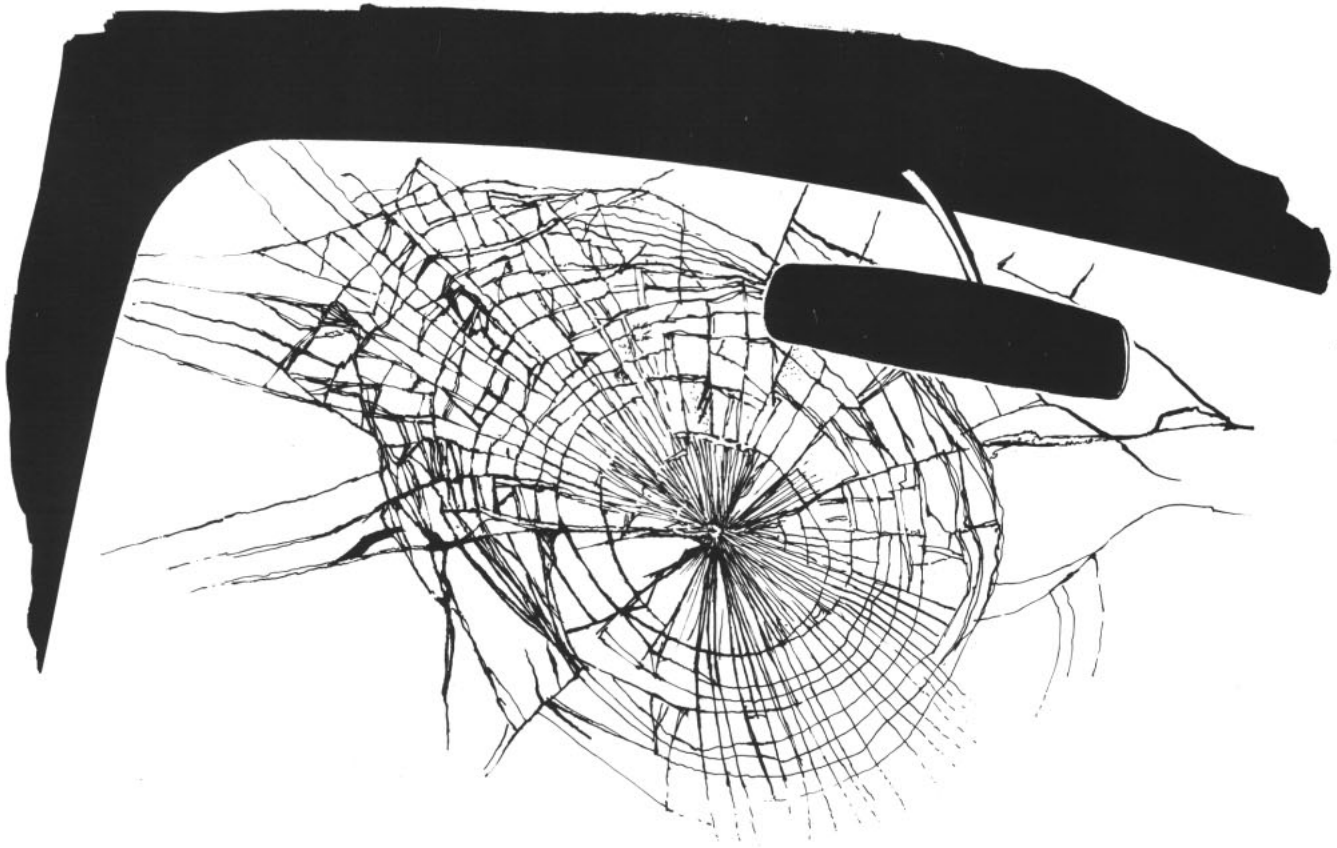
The photographs cover only a portion of the visitors' activities, Tim confessed—after all, the 21,160-ton cruiser carries a crew of 780 officers and enlisted men.

A former training cruiser, commissioned in 1953, *De Zeven Provinciën* was designated a guided missile cruiser in August 1964 following a two-year conversion. She mounts *Terrier* guided missiles.

Photos clockwise from upper left: (1) Miss Norfolk and Miss Hospitality come aboard the Royal Netherlands cruiser *De Zeven Provinciën* to extend the community's welcome. (2) Dutch crewmembers secure the ship prior to liberty call. (3) The guided missile cruiser *De Zeven Provinciën*. (4) *uss Norfolk* crewman and *De Zeven Provinciën* crewmember share laugh. *uss Norfolk* was host ship during the cruiser's stay. (5) Dutch sailor tosses a line to handlers on the pier. (6) A Royal Netherlands naval officer bids farewell to Norfolk.



Two Ways to Shatter a



HERE'S A PREDICTION we hope doesn't come true:

Five hundred of your shipmates will be **KILLED**—in off-duty motor vehicle accidents this year—**UNLESS** we (and that includes you) drastically alter our driving practices.

That figure is two and one-half times the rate at which members of the general public drive themselves to death. It is as many as will be killed in all other types of accidents in the Navy combined—including aviation. We have a problem, but it is one we can lick if we all work on it.

When an individual is on liberty or leave he makes his own decisions about his personal actions, and then must accept the results of these actions. But if he had an appreciation of what could happen, or if he had a crystal ball with which to look into the future, maybe he would do things differently.

Promising Career

OR CRACKED GLASS

Since the vertical hold on our crystal ball is out of kilter today, we will use past experience to predict the future. Statistics tell us that two things cause most traffic deaths. They are twin killers, alcohol and speed.

The more we know about an enemy, the more effective our defense and attack against him will be. A better knowledge of the effects of alcohol and speed will help us to protect ourselves and avoid needless deaths and suffering.

Concerning alcohol . . . About the same amount of alcohol is in a 12-ounce can or bottle of beer, or in a drink containing one ounce of whiskey, rum, gin, vodka or brandy. Alcohol, unlike most foods, does not have to be digested before the body can use it. It is absorbed directly into the blood through the stomach and intestines in its original form, and the blood carries it to all tissues in the body.

What Do You Know About the Big "A"?

LET THE FACTS speak for themselves. Alcohol acts like an anesthetic—with the brain being the first part of the body affected. The more alcohol consumed, the greater the effect. As the brain is put to sleep, other effects show.

First there is an impairment of judgment, relaxation of inhibitions and an effect on memory. This is followed by loss of coordination, evidenced by slurred speech and lessening of hearing and seeing abilities. Then comes stumbling and falling and finally coma.

The body eventually rids itself of alcohol. Ten per cent is disposed of through body eliminations.

The other 90 per cent must be oxidized by the liver. It is first changed into acetaldehyde (very poisonous), then into acetate (the acid in vinegar), then to water and carbon dioxide.



CRACKED GLASS

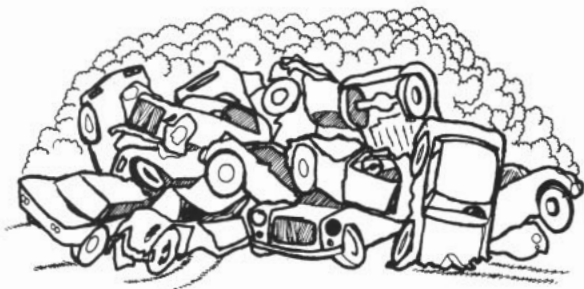
Capacity: An Ounce an Hour

ALCOHOL is processed by the body at a constant rate—one ounce an hour. This process **CANNOT** be speeded up by black coffee, cold showers or physical exertion. Anytime anyone resorts to these measures to sober up, he is only turning a sleepy drunk into a wide-awake drunk—who would probably be better off asleep. At least he would not cause trouble or run the risk of being involved in an accident.

Some people have the idea that if the stomach is coated with cream, butter or fat before drinking, they will not get intoxicated. Not so. The coating only delays the alcohol from entering the bloodstream so it may take a little longer before the effects show. The ultimate effect is the same.

The Difference Lies in the Weight

It is true that some individuals can drink more than others before they reach the same degree of in-



toxication. The difference lies in the weight of the individual.

For instance, a person weighing 160 pounds may have the alcohol of four drinks (or cans of beer) in his system and still be slightly below the limit where he would be charged by police as "driving under the influence."

A 200-pound person can stand one more. However, this does not mean that he is sober. Even one drink or one beer causes some impairment of ability. Any degree of intoxication is maintained at that level by taking just one drink per hour because it takes the body an hour to dispose of the alcohol in one drink.

Take another example. If a 160-pound person consumes five cans of beer in one hour, then one can per hour for the next five hours, he is just as drunk at the end of six hours as he was at the end of the first hour—and he is six or seven hours away from being able to drive a car without being considered "under the influence."

Take Your Choice

WHEN YOU GO OUT for a social evening, do you have a plan on how to get back to the ship or base? To be safe, there are only three choices:

- Decide that one person in your car (who can drive) will not drink.

- Use public transportation (cab, train, bus), or

- Arrange to have some other person take you home.

If you ride with a driver who has been drinking, consider the risk you may be taking. Even if you are sober you can wind up just as dead—if you ride with a drunken driver.

It may sound trite to say it, but a car can be just as much an instrument of death or injury as a loaded gun. The smart individual should object to riding with a drunken driver just as strenuously as he would object to having someone point a loaded gun at him.

When Medicine Can Be Fatal

IF MEDICINES OR A DOCTOR'S prescriptions are used along with alcohol, the effects can result in death. In such cases the effects do not merely add together—they **MULTIPLY**.

Are you taking cough medicine? (Some kinds are much more dangerous than others.) Antihistamines for hay fever or cold symptoms? Barbiturates to make you sleep? Pep pills to keep you awake?

If the answer is "yes" to any of the last four questions, recognize the fact that, whether prescribed by a doctor or not, you are taking drugs. In such cases, the best advice is "Don't drink."

The level of intoxication we have been talking about is 0.10 per cent alcohol in the bloodstream. At this level or higher a person can be charged with driving while intoxicated in many states. In some states the level is 0.15.

But blood levels of over 0.04 per cent, the statistics show, are definitely associated with increased accident involvement. When the level reaches 0.06, the probability of causing an accident is twice that of the no-alcohol level. At 0.10 the probability is six times greater; and at 0.15 it is 25 times greater.

Another Liberty Killer

ABOUT SPEED—If we had an instrument on our dashboard to tell us the distance in feet it would



take us to stop, it might be more significant than the speedometer. Stopping distance for a car is made up of two factors:

- the distance we travel from the point we recognize a danger until we get our foot on the brake (reaction time) and,
- the distance it takes the brakes to stop the car.

The average reaction time is three-quarters of a second.

When you are following another car, the general rule is to stay one car length behind for every 10 miles of speed. What is not generally known is that you should never figure less than 20 feet for any car—small cars included.

At 65 miles per hour it takes 317 feet to stop a car. *That's longer than a football field!*

Even at 20 miles per hour the stopping distance is 44 feet—the height of a four-story building. The chances of death or injury increase with the speed of the car.

At 80 miles per hour the chances of survival are practically zilch. Study the chart below. The knowledge you gain may save someone's life, even your own.

Stopping Distances (in feet)			
Speed	Reaction Distance	Braking Distance	Total Distance
20	22	22	44
25	28	31	59
30	33	45	78
35	39	58	97
40	44	80	124
45	50	103	153
50	55	131	186
55	61	165	226
60	66	202	268
65	72	245	317
70	77	295	372
75	83	353	436
80	89	420	509

Potted, Pooped and Planted

IF YOU THINK you have better-than-average reaction time, look at the column of distance for reaction time in the chart. Yours could be twice as fast as the average and you could still charge up the tailpipe of the car ahead. For example, at 60 miles per hour the man with fast reaction may have saved 33 feet—but he still traveled 235 feet, and who can judge the following distance accurately?

Here's a shocking item to consider:

When you see the stoplights of the car ahead flash on, your reaction distance is wiped out. Only if you react *at the same instant* as the driver ahead can you stop with a safe distance between you. If his reaction time is better than yours, you've had it. Stay back. Don't tailgate.

How fast can you safely drive at night? Headlights on high beam carry 300 feet. That means the ab-

solute limit is about 63 miles per hour—for the driver who is alert, and has good vision and reaction time.

Alcohol and Speed: the combination is deadly.

The same is true of fatigue and speed. If it takes just one second longer to recognize a hazard and get your foot on the brake, at 60 miles per hour you will have traveled an extra 66 feet, over three car lengths, with tragic results.

It may sound square, but it's the only sound advice: If you are sleepy or have been drinking, keep away from behind the wheel.

Award-Winning Driver

One of Navy's Top Drivers, Opticalman 1st Class Robert J. Ten Eick, USN.



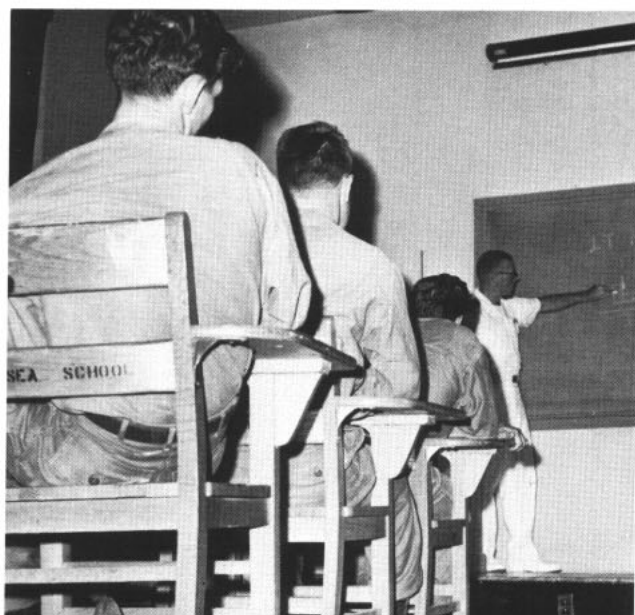
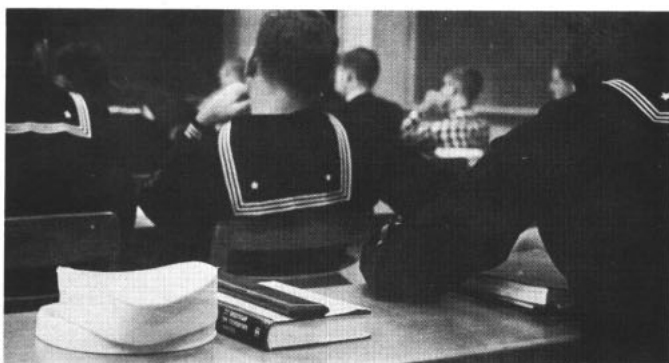
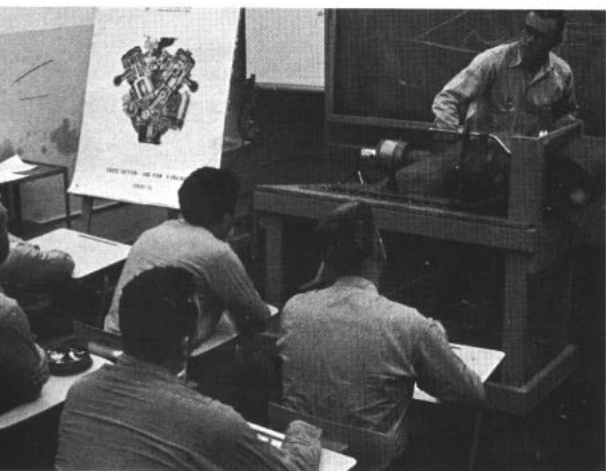
Opticalman 1st Class Robert J. Ten Eick, of the Pearl Harbor Submarine Base, has been named the safest driver in the 14th Naval District.

In competition with the top group of finalists among enlisted Navymen and Marines, he won the Safe Driver of the Year award, following a careful screening by the District Safe Driving Council.

Petty officer Ten Eick was first nominated when he completed 5000 miles of safe off-duty driving during 1968. He received the highest total score on the rigid driving skill test, which was patterned after the annual American Trucking Association National Rodeo. He also scored in the 50-question written exam based on the city and county traffic codes, the *Navy Driver's Handbook* and safe driving experience.

The sailor received a large engraved trophy of koa wood and bronze, from Rear Admiral Fred E. Bakutis, COM 14, in ceremonies at Pearl Harbor.

Admiral Bakutis presented similar trophies to second place winner Equipment Operator 2nd Class Daniel J. McCool, Jr., of Oahu Naval Ammunition Depot, and to third place winner Engineman 1st Class John T. Ray, of the Honolulu Naval Communication Station.



An Instructor's Billet

What's In For Me?

Have you thought about the advantages of instructor duty? There are many rewarding factors, not only to the Navy, but also to you as an individual. These points are made in the following article by Dr. J. C. Lang, who has long been associated with the Navy's training program and is an authority in the field of education. He is currently serving in the Bureau of Naval Personnel as Assistant for Instruction on the staff of the Assistant Chief of Naval Personnel for Education and Training.

A "WHAT'S-IN-IT-FOR-ME?" attitude is not necessarily opposed to the best interests of the Navy.

This is particularly so when it involves a tour as an instructor at one of the Navy's many schools. The advantages of such a tour to the individual are so rewarding that each man looking forward to shore duty should give long and serious consideration to requesting a teaching assignment.

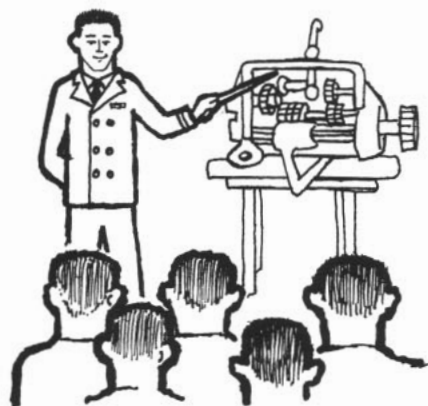
Not least of the long-range opportunities is preparation for a second career.

Many are the discussions about completing 20 years and retirement. Yet, how unfortunately shortsighted are the Navymen who do not prepare themselves for civilian occupations to augment retirement income, usually at a time when their children are of college age, and when family medical and dental needs frequently exceed available resources. In fact, at precisely that period of life when the civilian has reached the peak of income, the retired military man finds his annual earnings curtailed unless he can supplement his retirement pay substantially.

Teachers are in great demand throughout this nation at all educational levels. There appears to be no easing of the shortage as population projections indicate increasing numbers of youth to be educated.

THE NAVY INSTRUCTOR is well on the way to putting another arrow to his bow as he acquires teaching

It



experience. Moreover, many school authorities give teaching experience credit for the time spent as a Navy instructor, thereby enhancing entry salary opportunities.

Most civilian teaching positions require college degrees. This need not be a formidable obstacle. The shore-based Navy instructor can take college work as a part-time student during evenings and/or Saturdays at nearby colleges, often taking advantage of the G.I. Bill inservice provisions. In some locations, college extension courses are offered at naval bases and at nearby high schools.

Many career Navymen have followed this path to college degrees in preparation for a variety of civilian positions, including teaching. The Navy instructor who takes off-duty course work is not only enhancing his professional career, but also is increasing his teaching effectiveness for potential application after retirement.

The acquisition of communication skills through teaching experience in the Navy also provides an important element of self-confidence, which has carry-over in all aspects of leadership within and outside the service.

THE NAVAL LEADER who has "platform fright" and who lacks self-confidence in expressing himself is operating with less than "all boilers lighted off." He is shortchanging his men, his country, and himself.

The Navy instructor is taught how to organize material and has been given extensive training and experience in platform presentations at a naval instructor's school. Thus, he gains confidence based on a firm background of successful teaching experiences. To help instructors become skillful communicators, they are taught and coached in the best ways of imparting knowledge of technical matters which they have acquired on the job to their students.

In the civilian job market the personal interview, and a well organized and carefully written career

profile are devices used by personnel directors to discover potential talent. The experienced Navy instructor knows how to organize and present such material in a manner which will best sell himself.

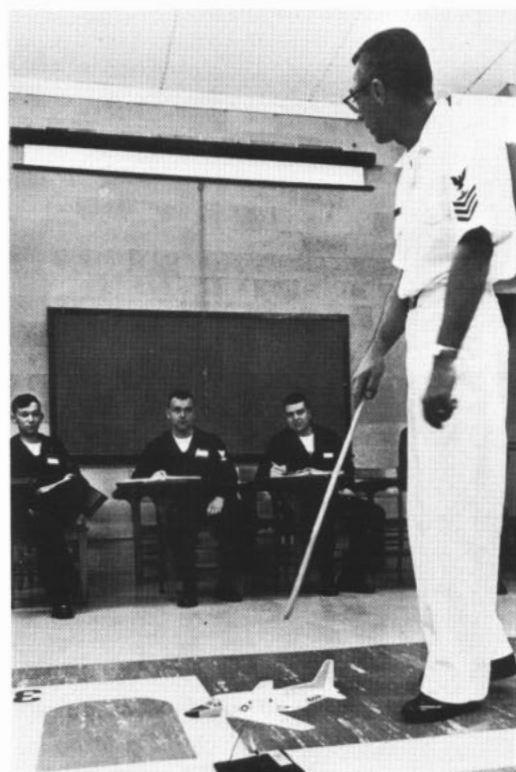
In order to teach a subject well, one must have, of course, a thorough mastery of the subject content. The opportunity to teach presents an opportunity for further learning. Teaching sharpens the human mind—which can so easily become dulled by repetitious tasks. Through teaching, the instructor can keep abreast readily of innovations—both in teaching and educational technology, and in the technology of his specialty or subject area.

For those who complain from time to time (with more or less validity) about the proficiencies of school graduates being sent to the Fleet, serving as an instructor can present the unique opportunity to help turn out a "better product."

An instructor fresh from the Fleet contributes firsthand information to his students. Interplay between students and seasoned instructors benefits both groups and is an important source of communication and feedback between the Fleet and the schools which is used both in the improvement of curricula and in the refinement of instructional techniques.

The Navy pioneered in providing extensive opportunities for highly deserving and carefully selected career petty officers to go to college full time, and has also provided opportunities for graduate study leading to advanced degrees.

A project now underway offers qualified career petty officers an opportunity to earn a two-year associate degree while attending college full time and receiving full Navy pay in addition to tuition costs (see ALL HANDS, December 1967, page 58). The Navy instructor who pursues such programs in response to the needs of the service can also be meeting his personal needs by preparing himself for a second rewarding career—that of a teacher.





COAST GUARD PATROL—Cutter *Point Hudson* is shown in her battle colors during patrol on the Saigon River.

ON THE SUN-BLEACHED desert at White Sands, N. Mex., the Army "cold soaked" a battlefield missile to 40 degrees below zero, then fired it to see what effect the low temperature would have on the missile's operation.

To reach the sub-zero temperature, far below that normally expected in combat, the 20-foot, 3300-pound *Lance* missile was cooled in a mobile refrigeration shelter which was removed just before launch.

Capable of carrying either a nuclear or conventional warhead, the *Lance* can be air-dropped and rapidly set up by a six-man team. It is the first Army missile to use prepackaged, storable propellants, according to project designers at the Army Missile Command, Redstone Arsenal, Ala.

★ ★ ★

THE U. S. COAST GUARD'S Automated Merchant Vessel Report System, known as AMVER, is celebrating its 10th anniversary.

AMVER is a maritime mutual assistance program which provides aid to the development and coordination of search and rescue efforts in the offshore areas of the world.

Several thousand merchant vessels are sailing the oceans at any one time. Each of these vessels has the potential for early arrival at the scene of a maritime disaster.

The purpose of AMVER is to make possible maximum efficiency in coordinating assistance offered by merchant vessels to save life and property at sea.

The basic element of the system is, of course, a computer.

Merchant vessels of all nations have been encouraged to send voluntarily movement reports and periodic

position reports to the AMVER center, located at the Port of New York.

This information is entered into the AMVER computer, which maintains dead reckoning positions for the ships.

The initial, or sailing report, is usually sent at departure, or soon after, and includes such information as date and time of sailing, route to be taken, speed of the vessel, its destination, and the estimated time of arrival at destination. Other pertinent information, such as whether or not there is a doctor on board, is also transmitted.

Position reports are sent as the vessel progresses on its voyage, usually at intervals of 15 degrees latitude or longitude. Ships participating in the World Meteorological Organization's weather reporting program need not provide position reports, since their positions are verified from the weather messages they transmit.

The AMVER reports from ships at sea are relayed by various radio stations to the AMVER center in New York. Radio stations in nine different countries presently make up the AMVER communications network.

When an emergency occurs, the computer predicts the location and capability of vessels suitable for providing assistance, and this information is made immediately available to search and rescue coordinators. Vessel positions are released only for purposes of maritime safety.

★ ★ ★

PULL THE TRIGGER on the M16 rifle and fire bullets. Move your trigger finger forward and launch a 40-mm grenade.

Army infantrymen will be able to do this after attaching to their M16s the AA1 grenade launcher now under development.

The launcher is a single-shot, spring-loaded mechanism which weighs less than three pounds, but fires 40-mm rounds with the range, accuracy and muzzle velocity of larger weapons.

Attached to the M16, it gives one rifleman a new capability for both point and area fire.

The AA1 was developed by the Army Weapons Command, Rock Island, Ill. It is scheduled for use in 1970.

★ ★ ★

THE MILITARY AIRLIFT COMMAND recently reached a milestone in its impressive 20-year history. One of its units, the 61st Military Airlift Wing, completed its 800,000th hour of accident-free flying at Hickam AFB, Hawaii.

For a single airplane to accomplish this feat, it would have had to begin its flight in the year of 1877, 26 years before the Wright brothers first flew at Kitty Hawk, and fly 24 hours a day, year after year, without a mishap—a total of 91 years, two months, six and one-half days of flying.

The 800,000 hour was logged by a C-124 *Globe-*

master just before it landed at Hickam after a flight to Vietnam. Men of the 61st wing began piling up the current string of accident-free flying hours in June 1956. In the past 12 years, wing planes have flown more than 160 million miles—enough to make some 330 round trips to the moon. The state of Hawaii had reason to be especially proud of this record, since six of the eight crewmembers aboard the record flight were natives of the 50th state.

The 61st wing has two flying squadrons, each equipped with 16 of the large C-124 *Globemasters*. The 50th Military Airlift Squadron is based at Hickam, while the 22nd MAS operates out of Tachikawa Air Base near Tokyo.

The wing, along with other MAC units, continually flies combat airlift missions into some of the smallest combat airfields in Southeast Asia. They deliver men and supplies to the fighting zones and, in turn, bring wounded and sick servicemen back to hospitals.

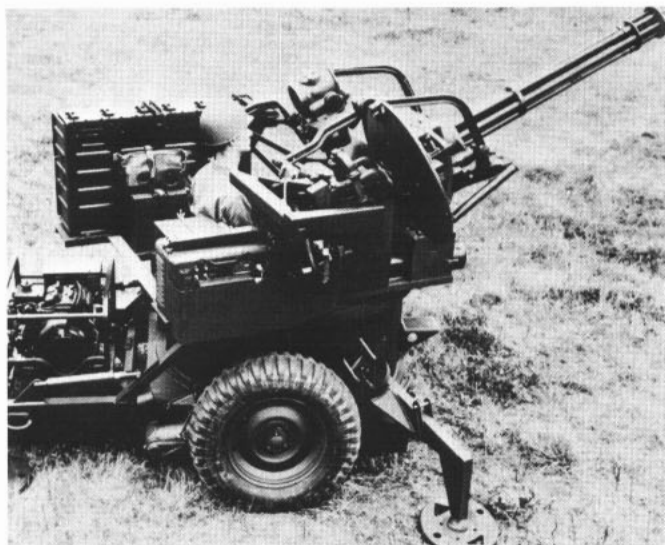
★ ★ ★

AT FT BLISS, Tex., the Army's recently activated air defense battalion is using the Vulcan Air Defense (VAD) system as its primary armament.

VAD was developed to defend ground troops against helicopters, subsonic missiles or low-flying aircraft. The system includes a six-barrel gun with rotating barrels which can fire as many as 3000 20-mm shells per minute.

The gun is mounted in the power-driven turret of an aluminum armored personnel carrier which is light enough to be airlifted and can travel in water and over rugged terrain.

The personnel carrier's turret can turn 360° in six seconds and the Vulcan gun can be elevated and lowered almost as quickly in an arc from 85 degrees above deck to five degrees below.



HAPPY HOIST — An HH-3 *Huskie* rescues an Air Force pilot after his ejection into South China Sea.

The weapon's fire control system employs radar, computers and optical sighting to locate the target which is tracked through a modernized version of the gyro lead-computing optical sight.

When the target is within range, a green light flashes and the gunner can then fire bursts of 10, 30, 60 or 100 rounds—whichever had previously been determined.

In addition to its antiaircraft possibilities, VAD can be used in Southeast Asia against surface targets on both land and water.

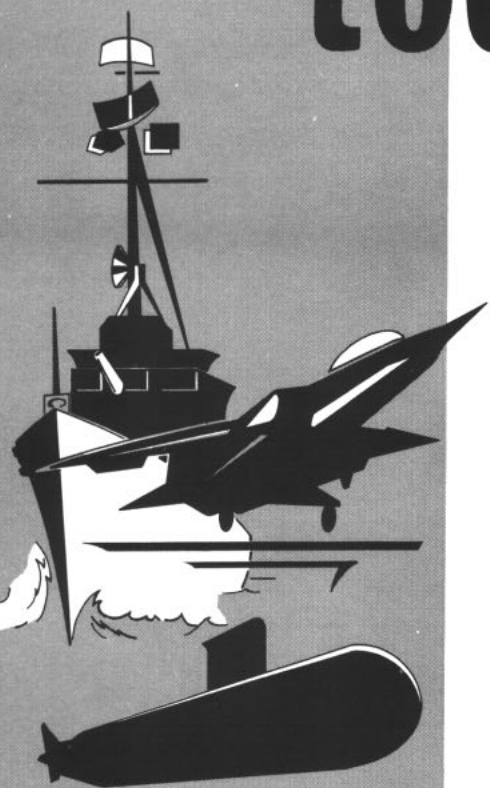
A smaller and lighter version of the Vulcan Air Defense System is also being developed to complement its big brother.

The mini-VAD will be towed by a truck and operated by two men rather than the four required for the larger version.



ARMY AIR DEFENSE—Self-propelled and towed versions of new air defense system indicate mobility of the unit.

today's navy



Oklahoma Repairmen

On board the guided missile light cruiser *uss Oklahoma City* (CLG 5), Seventh Fleet flagship, a large portion of the ship's repair work falls on the shoulders of her machine shop repairmen.

Led by Machinery Repairman 1st Class Larry R. Ferguson, the shop's six-man crew has been known to perform near miracles by creating replacement parts for damaged or worn machinery, such as bushings for radar antennas, unobtainable through the supply system.

The men in his shop, says Ferguson, possess a great deal of ingenuity. Sometimes spare parts are not available, particularly when the ship is at sea, so the machinery repairmen must fabricate them. While they may not always be identical in design to the original, the parts work, sometimes even better.

That's the opinion of Lieutenant Thomas H. F. McIlhenny, "A" Division Officer, under whose direction the machine shop operates. He is convinced that the only thing limiting his repair crew is the size of the ship machinery and its stock of equipment.

Even these two factors do not stop the men from completing some of the bigger jobs. Their philosophy is: If a piece of equipment is small enough to be carried to the shop, a solution for repairing it can usually be found.

One example of a recent jury rig is the repairs made on large valves with pitted, worn flanges (the flange is the part of the valve that is bolted to a pipe or another flange to form a seal). These valves, too large to be machined on the shop's lathes, were bolted to the base of a large drill press. A precision boring head was then inserted in the drill's spindle and the flange ground smooth.

According to Ferguson, this type of job normally would have been done in a shipyard or aboard a

destroyer tender. Neither, however, was available at the time of need.

During *Oklahoma City's* two-year tour as Seventh Fleet flagship, she will steam about 200,000 miles. Standing ready to keep her on the line will be her machinery repairmen.

Silver on Guam

As part of the recently accelerated program to reclaim silver from the Navy's waste materials, several Navy photo labs have begun extracting dissolved silver from hypo, or "fixing" solutions used in developing photographic film. One lab alone recovers up to \$2000 a year.

As you probably know, the emulsion side of photographic film is coated with silver halides which, when exposed to light and properly developed, turns to black metallic silver. Much of this silver ends up in the fixing solution as waste.

The Fleet Air Photographic Laboratory on Guam reclaims about \$150 worth of pure silver per month.

Guam's photo lab has installed a process in which an electric current passes through a tank of used fixing solution and draws all of the silver to a rotating cathode. Periodically this cathode is withdrawn from the tank and the silver is removed.

Eventually, it may be used in the manufacturing of Navy equipment such as batteries and various electronic gear.

HI HO SILVER — This silver, approximately 99.7 per cent pure, was recovered by NAS Agana.





RIVER ASSAULT CRAFT TURNOVER—River assault craft transferred to South Vietnamese Navy head for home.

Safety Award to VP-2

When Patrol Squadron Two returns to Southeast Asia this year, its reputation for safe flying will be a major concern of all hands. They will be striving to maintain their accident-free record, which last year earned for them the Chief of Naval Operations Aviation Safety Award.

During the 1968 competitive period, VP-2 logged 11,706 accident-free flight hours — equivalent to almost 490 around-the-clock days of flying — while operating its SP-2H *Neptune* bombers from NAS Sangley Point, Republic of the Philippines, from various airfields in South Vietnam, and from its home base at NAS Whidbey Island, Wash.

Gitmo Celebrates Mardi Gras

Proceeds from a Mardi Gras-type celebration at Guantanamo Bay, Cuba, added an estimated \$33,000 to the Naval Base Community Fund.

The money will be used for adult education programs, recreation fa-

cilities, and other projects aimed at making Gitmo a nicer place to live.

The Mardi Gras itself amounted to a four-day holiday last February for Gitmo's Navymen and dependents.

Of perhaps greatest interest was a penny-per-vote Mardi Gras Queen contest, which alone took in more than \$11,000.

Other events included a parade with floats, a costume contest, and live music.

A 40-booth midway, rides, house of horrors, cotton candy, and many, many balloons, added to the carnival atmosphere.

River Craft Turned Over To South Vietnamese Forces

Twenty-five river assault craft were transferred from United States to Republic of Vietnam control during ceremonies on 1 Feb 1969 which marked the largest single such turnover to date.

Involved in the transfer were three Monitors, one Command and Communications Boat (CCB), eight Assault Support Patrol Boats (ASPBs), 13 Armored Troop Carriers (ATCs) and 400 U. S. and



DELTA CEREMONIES—U. S. & RVN Navymen salute during transfer.

Republic of Vietnam Navymen.

The river assault craft, formerly used by the U. S. Mobile Riverine Force, go into two of South Vietnam's newly established River Assault Interdiction Divisions (RAIDs).

South Vietnam's Chief of Naval Operations, Commodore Tran Van Chon, officially accepted the river assault craft during ceremonies on board *uss Benewah* (APB 35) in the Mekong Delta. Vice Admiral Elmo R. Zumwalt, Jr., Commander

TODAY'S NAVY

of U. S. Naval Forces, Vietnam, represented the United States.

After the turnover documents were signed, American sailors on the boats hauled down the U. S. flags and Vietnamese Navymen stepped forward to raise the red and yellow colors of South Vietnam.

The Vietnamese crews already were experienced in river assault operations. The men also had received two weeks of class work and one month of on-the-job training.

The turnover of river assault craft and river patrol responsibilities was the latest in a series which began in June 1968. The Vietnamese Navy now has taken full responsibility for more than a dozen inland and coastal areas formerly patrolled exclusively by the U. S. Navy.

Most of the 200 American Navymen involved in the turnover have been transferred to instructor duty in Vietnamese Navy training programs, or reassigned to other U. S. units in South Vietnam. Those who were near the end of their Vietnamese tours received early transfers back to the United States.

—Story by Bill Bearden, JO1.
Photos by Ed Nelson, JOCS.

Changes in the Fleet

Four launchings and a commissioning were included in recent Fleet changes.

Launched were:

- *Blue Ridge* (LCC 19), first of a new design in the Amphibious Force Command Ship. She has an over-all length of 620 feet, an 83-foot beam, and a full-load displacement of 18,000 tons. Her maximum draft is 25 feet, five inches. She will be capable of speeds in excess of 20 knots.

- The tank landing ship *Manitowoc* (LST 1180), at Philadelphia, in a joint ceremony with *Blue Ridge*.

Manitowoc is 522 feet long, with an extreme beam of 68 feet. Her full-load displacement is 8400 tons, and she has a mean draft of 14 feet eight inches.

- *St. Louis* (LKA 116), an amphibious cargo ship, at Newport

News, Va. Her over-all length is 575 feet, and she has a beam of 82 feet.

St. Louis will displace 18,600 tons fully loaded, with a draft of 25 feet, three inches.

- The escort destroyer *Sims* (DE 1059), at Westwego, La. The new ASW ship is 438 feet long, and has an extreme beam of 47 feet. Her full-load displacement will be about 4000 tons, with a maximum draft of 16 feet, three inches.

Commissioned was the amphibious cargo ship *uss Charleston* (LKA 113), at Newport News, Va.

She is the first of a new class of amphibious cargo ship. She has a helicopter landing platform on her stern, and two 70-ton booms with a wide operating area, which together will give her cargohandling power and versatility.

She is 575 feet long, with a beam of 82 feet, and a full-load displacement of 18,600 tons.

No Picnic for Safeguard

When the British tanker *Helisma* entered Nha Trang Harbor, Viet Cong swimmers blasted a 10-foot hole in her hull below the waterline. She settled quickly onto the harbor floor, her port bunker tanks filled with both salt water and oil.

The job of salvaging her was given to *uss Safeguard* (ARS 25), one of the Pacific Fleet Service Force salvage ships assigned to the Vietnam area.

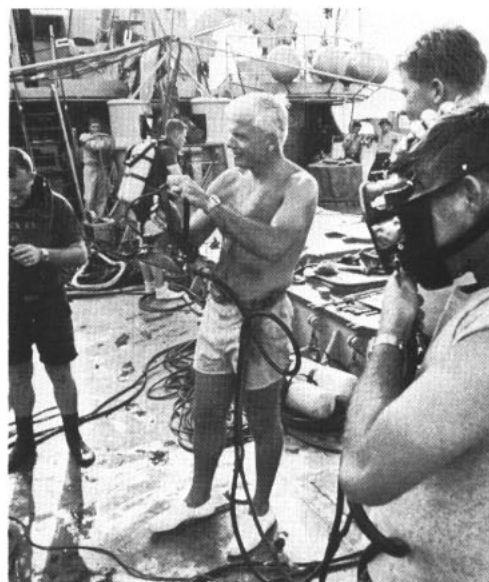
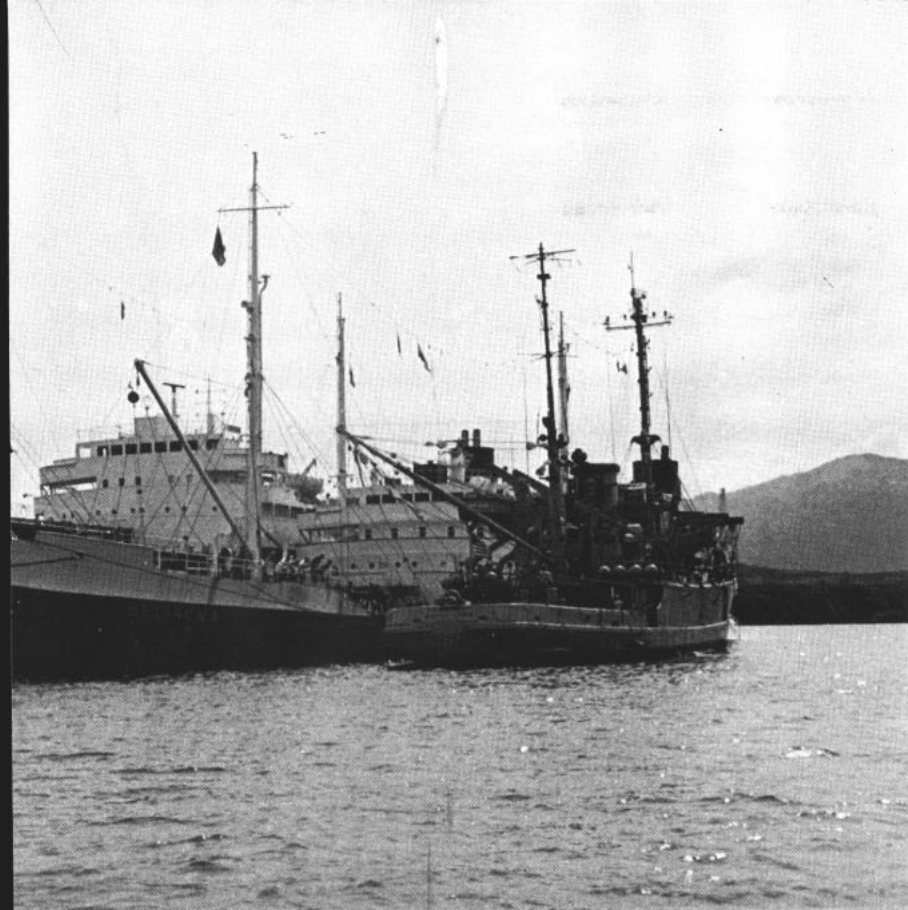
After surveying the damage, *Safeguard's* Ensign Steven Paschall designed a 10- by 14-foot wooden patch which the crew lowered into

place and fitted to the tanker's hull.

Pumping operations within 48 hours had raised the tanker to where the patch, once 10 feet below the oily water, was visible on the surface. Then a more sturdy patch was installed and she proceeded to Singapore.

As salvage jobs go, this one went smoothly, but it was no picnic. *Safeguard* divers averaged between 16 and 20 hours a day on the job, making more than 45 50-minute dives during the operation.

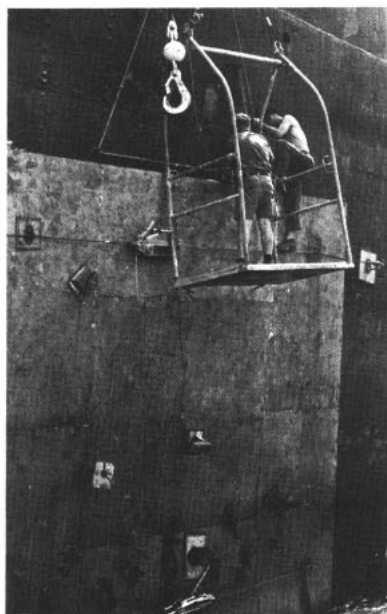




Photos clockwise from above left: (1) British tanker Helisoma after being mined. (2) Crewman of USS Safeguard (ARS 25) watches pump empty Helisoma's bunker tanks. (3) Safeguard's commanding officer, LCDR C. Billings joins divers during repair work. (4) Safeguard's divers at work. (5) Giant patch covers a jagged hole in Helisoma's hull. (6) Safeguard's commanding officer comes up after surveying damage.



Photo at left: Safeguard divers are helped by shipmates after taking their turn in the oily water. The British tanker was mined in Nha Trang Harbor.



TODAY'S NAVY

Chaplains in Vietnam

"Noah built an altar to the Lord," according to the Bible, and Navy chaplains in Vietnam are still building them—from boxes, rocks, sandbags and whatever else happens to be handy.

Take Lieutenants Merlen Howe and Ray Stubbe, for example. They are latter day circuit riders who make the rounds in the Da Nang area to conduct religious services wherever there are men to listen.

Chaplain Howe travels each week between headquarters at Tan My to a number of detachments located in the northern part of South Vietnam.

Wednesday morning may find him near the DMZ conducting services in a Cua Viet galley; Friday he may be with the Seabees at Phu Bai and so forth until he returns to Tan My for three services on Sunday.

Chaplain Stubbe also rides and walks the same kind of circuit, but sometimes reaches greater heights when he calls on a Marine Combined Action Group 350 feet up on Marble Mountain, more familiarly known as the Crow's Nest. He also scales a lesser prominence called Alpha Six to visit the Marines there.

His more conventional duties include serving the religious needs of the men at Camp Carter, the large public works complex near Da Nang.

The chaplains feel they can get much closer to those they serve by working the way they do in Viet-

nam. It is an atmosphere which lends itself to informal talk, hence a greater ability to share the men's thoughts, anxieties and privations.

When the chaplains aren't delivering sermons, they have extension requests to screen, emergency messages to deliver, help to give to men in trouble, and guide service to provide for those seeking to find their faith—much more than delivering religious messages at a specified time.

—Story and photos by Rus Elder,
Photographer's Mate 1st Class, USN.

Albany at Mayport

USS *Albany* (CG 10) is scheduled to be homeported in Florida at Mayport in August after a two-year modernization and her third commissioning. The other two commissionings were in 1946 when *Albany* was designated a heavy cruiser (CA 123) and in 1962 when she was redesignated a guided missile cruiser (CG 10).

During *Albany's* modernization, her missile systems were updated; advanced sensor systems and a sophisticated tactical data system were installed.

Albany carries the *Talos* missile which is capable of destroying enemy aircraft at ranges of more than 65 miles and she counters the submarine threat with an advanced sonar system, conventionally launched homing torpedoes and ASROC, the rocket thrown homing torpedo.

A fully computerized naval tactical data system using high speed digital computers links *Albany's* arsenal of missiles.



Albany is the fourth Navy ship to be named in honor of the capital city of New York state. She carries a crew of more than 1100 officers and men and her presence in Mayport will mean more than 300 Navy families will make their home in the Mayport/Jacksonville area.

That Second Language Can Come in Handy

Anybody named Benny Taguchi should be able to speak Japanese. Fact is, he does. Fluently. And it's a good thing.

Not long ago, the machinist's mate 2nd class from Hacienda Heights, Calif., found himself to be the only communication link between a group of Japanese fishermen and the men of a Navy task group.

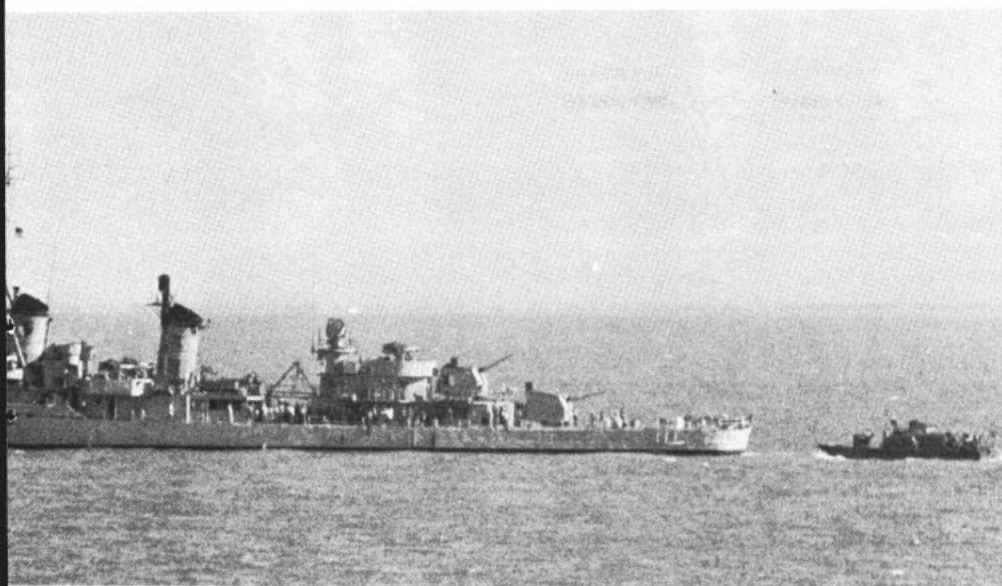
The incident occurred when Taguchi's ship, the Long Beach-based destroyer USS *Brush* (DD 745), together with other DDs and a carrier, was en route from the Far East to the U. S. after a tour with the Seventh Fleet.

About 800 miles southeast of Tokyo, the destroyer's crew sighted a glow on the horizon. As the ship grew closer, the glow became brighter. It was a burning ship.

Brush and sister destroyers broke formation and headed toward the blazing vessel to search for survivors and, if possible, put out the fire. A half-mile from the craft bobbed a life raft carrying the



Vietnam Circuit Riders—Chaplain Ray Stubbe conducts service at a remote outpost which guards routes into Da Nang.



MINI DESTROYER of the Mobile Riverine Force trails dutifully in the wake of its larger counterpart *USS Hopewell* (DD 681). The 56-foot-long assault support patrol boats are used on the rivers of South Vietnam.

fishermen. They were taken on board the accompanying destroyer while *Brush's* crew, together with another destroyer crew, tried to save the flaming craft. It was too late.

None of the fishermen spoke English. Still they managed to express by sign language their appreciation for the hot showers, dry clothes and flapjack breakfast received. But as the day went on, the language barrier became an increasing problem. No one of the ship's crew spoke Japanese.

A call went out to the ships in the group in hopes of locating someone who might understand the fishermen. Petty Officer Taguchi answered, and was transferred to the host destroyer by highline. After a session of a few minutes he was able to assemble the facts surrounding the accident and learn also that the craft's skipper had been able to send an SOS to other fishing vessels in the area before giving the order to abandon ship.

This was confirmed shortly before noon when several fishing boats appeared over the horizon and headed toward the Navy ships.

By midafternoon, the rescued fishermen had rejoined their shipmates.

They've Got a System for You

One of the jobs of the Aero-Med Branch, Naval Air Test Center, at Pax River, Md., is to test and eval-

uate life support systems, escape systems, protective clothing, and various other devices used in search and rescue.

Numerous types of protective clothing, for example, are constantly being tested. After a pilot has ejected from his plane, what he is wearing can become, literally, a matter of life or death.

Protective suits are available that would allow a pilot to survive a splashdown in bitterly cold water, but he might not have the mobility to operate all of his equipment while he was still in the cockpit. There has to be a compromise.

In this case, the compromise is an insulated raft which the pilot takes with him when he ejects. His flight suit gives him freedom of movement, and the raft's insulation will protect him from the water.

Aero-Med is now in the process of developing a rescue relay system which will enable downed pilots to use satellites to transmit their position to a central rescue agency. When the plan was originated, the branch received discouraging reports that they would need more powerful radios to do such communicating.

"We just went ahead as if we didn't know anything about the limits of a small transmitter and bounced a signal off a satellite with just four-tenths of a watt of power," said Dr. W. R. Crawford, Aero-Med's branch head.

It just happens that this is well within the range of transmitters now carried by pilots. The plan is eventually to put up several satellites that will be used solely for the rescue network.

The satellites could be positioned within range of any place on earth and would immediately relay all distress signals to the rescue center.

Aero-Med is also studying devices which will allow a pilot to eject from his plane and then fly away in a secondary aircraft. Three varieties of such "aircraft" are under study: a gyro-copter; a para-wing lift; and a deployable solid wing. They would all be motorized and have a range of about 50 miles.

STAR TALKIE — LT M. N. Jackson holds a transmitter which may be used in satellite rescue network.



TODAY'S NAVY

Diamond Has Big Catch

Crewmembers of the torpedo weapons retriever ship *Diamond* (TWR 1) demonstrate that torpedo recovery duty is a salty way to earn sea pay.

Diamond is one of five TWRs specially built to retrieve practice torpedoes and other weapons used in simulated war exercises. She measures 100 feet long and carries a crew of 14.

During this year's *Operation Springboard* in the Caribbean, *Diamond* hauled in 75 practice torpedoes in little more than one month.

Here's how she goes about her business:

Before a submarine exercise begins, *Diamond* goes to a station some two miles from the torpedo target area.

When a torpedo is fired, the TWR receives range and bearing reports by radio, and then gets underway for the spot the torpedo is likely to surface.

Three lookouts search the sea with binoculars for the speck of orange that identifies a spent torpedo.

After the torpedo is sighted, the TWR maneuvers to the windward side, idles her engines, and drifts alongside. Now the real work begins—a wrestling match with a 3000-pound, 21-foot torpedo.

Two men with 10-foot grappling poles keep the torpedo clear of the ship so that two others can lasso the unit with torpedo snares.

Next, the torpedo is guided alongside toward the stern. Two

men wait at the base of a retriever ramp, ready to hook a cable onto the torpedo nose ring. Once connected, the torpedo is hauled aboard by a power winch.

Should the torpedo slip a snare before it is hauled in—not an unusual occurrence in high seas—two of the crewmen enter the water and do some re-rigging by hand. This is why the TWR is one of the few ship types with crewmen who wear swimming trunks as a working uniform.

Diamond operates out of Norfolk with Submarine Squadron Six. Her CO is Chief Quartermaster William C. Daniels. Also on board are three enginemen, one boatswain's mate, one torpedoman, one electronics technician, two firemen and four seamen. A cook rounds out the *Diamond* crew.

—Larry Heck, Journalist 1st Class

New River Minesweepers

Two new types of minesweeping craft have been designed for river operations in South Vietnam.

Patrol Minesweeper (MSR)—This is from the Assault Support Patrol Boat (ASPB) family, specially modified for river minesweeps. A device on the bow cuts mine mooring cables and creates a wake which deflects the mines away from the boat. The MSR carries six men and operates at 12-knot speeds.

Minesweeping Drone (MSD)—A modified civilian boat hull is powered by a V-8 inboard engine and operated by remote radio. The unmanned drone makes it possible to conduct chain-drag minesweeps

close to shore without placing the operators in danger of enemy ambush. The drone controller with a radio transmitter works from an MSR or other suitable craft at a safe distance from shore.

Drone Minesweepers already are in service with Mine Division 113 at Nha Be, south of Saigon. The MSDs join Mine Div 113 after initial checkouts at Pacific Fleet Mine Force Headquarters, Long Beach.

In and Out at DaNang

There's no quiet hour in DaNang.

Day and night, winches squeal and cargo nets strain against the weight of supplies being offloaded from and loaded onto cargo ships tied up at the U. S. Naval Support Activity's deepwater piers.

All deep-draft carriers with cargo destined for the 185,000 armed forces personnel in the northern provinces of South Vietnam deliver their supplies to the Da Nang piers. As many as six ships can be handled at one time.

Most supplies consist of everything from beans to bombs, but occasionally there arrives an unusual cargo which helps to lighten the spirits of the stevedores. Take the elephant and brown bear shipped to I Corps military units for use as mascots, for instance.

Manpower on the piers isn't always just that. Two of the 22 Vietnamese stevedore gangs are comprised of women. They, together with 14 U. S. Navy gangs and 22 Korean gangs, shuttle all the cargo on the piers, either by hand, forklift or winch.

Much of the cargo offloaded by ship winches is placed directly onto

DRONE CONTROL—Petty Officers J. Kindrick and William Faulk (right) control minesweeping drone from patrol craft. Minesweeper drone is 23 feet long.—Photos by LT W. Turner.



trucks and is on its way to its appointed destination within minutes. That which cannot be moved immediately, due to bad weather, combat conditions or impassable roads, must be stored temporarily on the base.

Last year, more cargo was handled at DaNang than in all the previous years combined. In one month, 600,000 measurement tons were offloaded, enough to fill more than 60 Navy supply ships.

The pace varies little from month to month. One thing's for sure. There's little time to squeeze in a quiet hour.

—Kent Hansen, Seaman, USN.

Underwater Bridge

At times, it seems that everything is just a little different in Vietnam. Now the Seabees are building bridges that are intended to work underwater.

The bridge builders of Mobile Construction Battalion Three are erecting (if that is the term) a submersible bridge 11 miles south of Da Nang for convoys through the An Hoa valley. After peace returns to Vietnam, the Seabees expect their bridge will continue to play an important role as a civilian.

Precast concrete beams were used in the bridge's roadway. The beams were made in the Seabee yards at Da Nang and have weep holes to equalize water pressure on the bridge floor during the flood season.

Without the holes, water pressure produced by the flood would lift the beams off the pilings.

The normal level of the Thu Bon River is from six to eight feet below the bridge floor but floods are expected to submerge the span from eight to 10 feet below water. The floods usually occur twice a year and last from seven to 10 days.

An asphalt coating on the roadway is expected to prevent deterioration while it is underwater.

—H. D. Eskridge, EO3, USN.

Camden—Fine Jobber

SEVENTH FLEET combat ships, spread out across the Tonkin Gulf and the South China Sea, today form a network of gunfire and air support for Allied ground troops. To assure that these ships



SLIM LADY—Fast combat support ship *USS Camden* (AOE 2) shows off her trim figure at Subic Bay.—Photo by C. K. Ferguson, Chief Journalist, USN

can remain at sea, a flotilla of service force ships serve as traveling supply stores, delivering fuel, oil, ordnance, food, and the thousands of other items necessary in modern warfare.

Not so many years ago, supplying the ships in the Fleet was a job for specialized supply ships. There was one ship to deliver fuel, one to deliver food and general cargo, and still another to deliver explosives.

Today, there is a new type service ship that delivers in one stop all the supplies its customers need. This is the AOE (auxiliary-oiler-explosives), a fast supply ship that, with the help of specialized supply ships, can stay at sea for indefinite periods (see *ALL HANDS*, December 1968, page 20, and July 1967, page 22).

USS Camden (AOE 2) is one of these multiproduct supply ships which is presently serving the Seventh Fleet aircraft carrier task force.

Camden, in three days of intensive resupply operations, can provide her customers with 43,000 barrels of jet fuel and 1500 tons of ordnance, plus a wide variety of other supplies, before it is necessary for her to replenish her stock.

Camden then schedules a rendezvous with an oiler and an ammo

ship and replaces the expended items. In approximately seven hours she is topped off and ready to meet new customers. She might be considered as a jobber—the middleman between the wholesaler and the retail outlets.

Choppers Are Nice to Have

Though the helos aboard the stores ship *USS Mars* (AFS 1) are used principally for vertical replenishment, they can be useful in other ways, as an injured crewman of the destroyer *USS Robert K. Huntington* (DD 781) can testify.

As *Mars* was proceeding to a routine replenishment rendezvous in the South China Sea, a call came from *Huntington* requesting an emergency medevac. A destroyer man had been injured.

Twenty minutes later, a helo was on its way to the destroyer. Rain showers and clouds obscured visibility at times, but *Mars'* helo pilot located the ship with little difficulty and in a short time the injured man had been whisked to the larger ship's sickbay and was being examined by a doctor.

The helicopter's versatility had paid off again.



Interservice Boxing A Navy First

Boxers representing the Navy in the Interservice Championships, held at Hamilton Air Force Base, won all four of their last fights entered to tie the Air Force for the Interservice team title. The Navy's wins were in the flyweight, light welterweight, welterweight, middleweight and heavyweight divisions. It was the first time the Navy had won the championship and Navy boxers' best showing since the tournament began in 1953.

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SPORTS

Early in the season, it looked as though the SUBLANT Sea Raiders, All-Navy basketball champion for five consecutive years, again would be the team to beat.

However, this year it was that other team in Norfolk, the PHIBLANT Gators, who won the All-Navy crown.

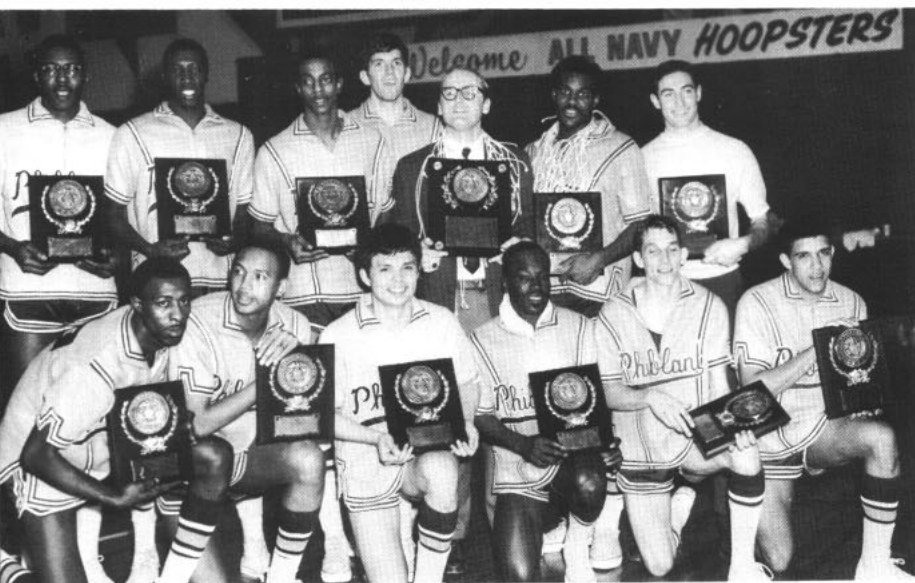
Victory for PHIBLANT couldn't have been sweeter. Year after year, the Gators had lost to SUBLANT in district eliminations, and the Sea Raiders had gone on to win the All-Navy playoffs. This time, however, the Gators swamped SUBLANT, 95-70, to win the Fifth Naval District championship.

Moving on to the South Atlantic Regionals, the Gators defeated the Pensacola Goshawks, 69-62, and clinched a berth in the All-Navy tournament at NAS Jacksonville.

In the first round of the All-Navy, PHIBLANT beat CRUDESANT, 107-92, and the SUBPAC Raiders defeated NTC San Diego, 82-72.

In the second round, PHIBLANT defeated SUBPAC, 87-71, and CRUDESANT became the first casualty of the double elimination tournament by losing to San Diego, 113-86.

This left SUBPAC and San Diego to fight over another shot at PHIBLANT. SUBPAC won, 83-76, and the stage was set for a Raiders-Gators rematch.



THE CHAMPS—All-Navy Champion PhibLant Gators (front row left to right): Richard McGee, Charles Dudley, Frankie Peralta, John Blake, Rick Owens, Bob Pritchett. (Back row, left to right): Al Clark, Bill Rowser, Floyd Beason, Randy Coulling, John Meyerhoff, coach, Charles Hatcher, Dick Kenner, manager.

The first half was typical All-Navy. Both teams favored quick but deliberate moves. It was a run for the percentage shot, and there were few turnovers. The halftime score: PHIBLANT 41, SUBPAC 40.

In the second half the Gators began to pull away. During one phase of the action, the team hit a field goal percentage of .875 and scored 76 points in less than 20 minutes.

It was a convincing 117-86 All-Navy championship victory for the PHIBLANT Gators, and Norfolk has a new other team.

All Stars

Here is the 1969 All-Navy, All-Star Basketball Team comprised of selected players from the All-Navy tournament:

PHIBLANT—Al Clark, Bill Rowser, Floyd Beason, Rick Owens, Richard McGee, Randy Coulling.

SUBPAC—Howard Hassen, Pete Newell, Steve Schlink.

NTC San Diego—Bobby Fells, Marv Thouvenel.

CRUDESANT—Barry Yates.

—Brent Kallestad, Journalist Seaman, USN.

Big Boy Is Good Judge of Skill of Jack Dempsey

It seemed like the big time. Ed "Big Boy" Judge was taking on a newcomer whose 11-1 record was almost as impressive as the name Jack Dempsey.

The buzz in the crowd got louder as the main event approached. No one wanted the base champ to hear it, but the whispers were unmistakable. Big Boy's had it. Dempsey's here. Jack Dempsey. In person.

Such was the setting as upwards of 1000 fight fans crowded the gym at NAS Atsugi, Japan, for the amateur boxing program last February.

The fight lasted 92 seconds.

The winner: Big Boy Judge by a knockout.

After the fight, Navyman Jack Dempsey III, grandson of you-know-who, admitted the obvious: "Ed is a powerful fighter. That right he threw was quite a punch."

It was the 13th amateur fight in Dempsey's young career. The 20-year-old namesake of the man who held boxing's top title for seven years was visiting Japan on

All-Navy and Interservice Sports Schedule

Event	Date	Site
All-Navy Bowling	12-16 May	NAVSTA, Norfolk
Interservice Bowling	19-23 May	NAVSTA, Norfolk
Interservice Track & Field	16-20 June	Sheppard AFB, Texas
All-Navy Tennis	28 July-1 August	NAS, Alameda
Interservice Tennis	4-8 August	Ft. Belvoir, Va.
All-Navy Golf	11-15 August	NAS, Memphis
Interservice Golf	18-22 August	Langley AFB, Va.
All-Navy Softball	18-22 August	PHIBASE, Little Creek
Interservice Softball	25-29 August	Wright-Patterson AFB, Ohio

board the communications relay ship *uss Arlington* (AGMR 2).

"Not to be making excuses," said Dempsey, "but at 195 I am 15 pounds over my favorite fighting weight." However, at that he weighed 30 pounds less than Big Boy Judge.

Dempsey's pre-Atsugi record of 11-1 was built on amateur fights in high school and in the Navy. His only loss was an early high school bout.

Any coaching from the famous grandfather?

"When I first started boxing, he helped me a little, but I haven't been able to see much of him lately."

Dempsey added that his older brother does receive coaching from his grandfather. "My brother is doing quite well," the younger Dempsey said. "He was scheduled to fight Leotis Martin, who has been matched with some of the top heavyweights."

What's in store for young Jack Dempsey?

"I'd like to help carry on the Dempsey name in the ring but, frankly, boxing is not my number one sport. Before I entered the Navy, I pitched four games for Birmingham in the Southern League."

Birmingham is a Class A farm club of the Oakland Athletics. Of the four games Dempsey worked, he won two and lost one. He was not the pitcher of record in the other.

Back on boxing, Dempsey said he was not sure how long his ship would be in Japan, but that he hoped to work out in the Fleet gym at Yokosuka and get a rematch with Big Boy.

Also, "maybe I can participate in the COMNAVFORJAPAN tournament this year."

That tournament is preliminary to the All-Navy and interservice boxing championships to be held this spring.

It's possible that Big Boy what's-his-name also will be a contender.

—Bob Cox, JO3, USN.

ALL NAVY RUNNERS-UP—SubPac Raiders front, row, left to right: David Montri, Les Kuhn, Ken Johnson, Barry Hart, Gary Cooper. Back row: Pete Newell, Steve Schlink, Bob Lanning, John Cooper, Howard Hassen, Jack Lewis and John Little.





COOL SCENE—First Naval District ski tournament gets underway, above, in open slalom event. Rt: Gary Clough, AO3, takes gate in novice slalom.



Ski Legs

MEMORIES OF WINTER SPORTS, especially skiing, will help Navymen of the 1st Naval District keep their cool this summer.

Ski buffs from the Naval District held their second annual Alpine Ski Tournament on 25 February, on slopes near Locke Mills, Maine, amidst the state's most severe snowstorm in 80 years. During the three-day tournament, some 36 inches of snow was dumped on and around the Navy skiers.

Undaunted, the Navymen celebrated the tournament opening with a banquet provided by the Brunswick Naval Air Station hosts. Competitors were divided into a novice division (one to five years' experience) and an open division (five to 15 years' experience). Novice skiers competed in downhill and slalom events for individual awards. Open division skiers competed in downhill, slalom and giant slalom events for individual trophies as well as an over-all team award.

Aviation Structural Mechanic 3rd Class Bob Daigle of NAS Quonset was the first Navyman to taste victory on the slopes, winning the open downhill event with a time of 50.8 seconds. The course was a mile long with a vertical drop of 1000 feet, and it included 10 gates which forced the skiers

to execute slight turns on their way to the finish line. Placing second and third, respectively, were NAS Brunswick teammates Pete White, ETN3, and Elliot Bridge, AC3.

The novice downhill meet, covering a ¾-mile course, was swept by three Quonset skiers. Stephen Henderson, AMH2, placed first with Gary Clough, AO3, and Lieutenant Alexander Monroe taking second and third honors.

The second day's competition was canceled due to continued heavy snowfall, but the Navymen were on the slopes the following day in hopes of finishing the tournament.

Bob Daigle, AMS3, of NAS Quonset won his second straight open title when competition resumed by taking the open giant slalom in 50 seconds flat. The giant slalom consisted of 25 gates set on a ¾-mile course. NAS Brunswick's Pete White (53.4) and Dave Rogers (55.1) scored second and third place victories for their team.

After two consecutive second place wins, NAS Brunswick's Pete White came back in the final open event, slalom, to defeat Bob Daigle by six-tenths of a second. His finishing time was 21.5 seconds. White's win kept Daigle from winning all three open titles. Elliot Bridge, AC3, helped his team with a third place slalom finish in 23

seconds flat. The slalom course utilized 25 gates set over 250 yards.

The final event was the novice slalom which was also run over a 250-yard-long course. It was won in 16 seconds flat by Al Huhtala, EN2, of Portsmouth Naval Shipyard. Gary Clough and Steve Henderson, both of NAS Quonset, placed second and third.

The four-man team entered by NAS Brunswick took the open team honors with combined time for the three events of 680.1 seconds. NAS Quonset, placed second with 714.0 seconds, and Portsmouth Naval Shipyard and Davisville Center placed third and fourth with 883.8 and 1459.4 seconds.

It all goes to prove the Navy has ski legs as well as sea legs.

—E. Lipez

The Sporting Life

The special services department aboard the communications relay ship *uss Arlington* (AGMR 2) makes an effort to compensate for long, monotonous days off the Vietnam coast with a vigorous sports program.

After the ship's work is finished each afternoon, *Arlington* comes alive with sports activities. On A deck, crewmen in shorts, T-shirts or sweatshirts jog back and forth, some just to get in shape, others to get ready for the ship's track

meet, held once each line period.

Individual crewmen compete in the 50- and 100-yard dashes, 220 and 440 relay, three-mile run, high jump, and shot put.

Back on the fantail, Interior Communications Technician 2nd Class Al Hanson attaches a lure to his fishing line and casts out into the South China Sea. "I've always liked fishing. Used to fish in the Ohio River a lot," he says. "Lots of the crew try a hand at fishing off the ship. Last line period one of the officers caught a good-size marlin. I'm the only one back here now because of the volleyball and basketball games going on."

Down in the ship's hangar bay some of the department teams are warming up for the day's competi-

tion. "Basketball is the most popular sport on the ship," says Yeoman 2nd Class Robert A. Wilkerson, while he referees a scrimmage. "Each department has a team and the best from those make up the ship's team. So far, we're undefeated." Wilkerson is a high-point man for the ship's team, with current high average of 22 points a game.

"The volleyball teams are organized the same way. Two of the squads are battling each other on the court right now. Each day, the elevator is lowered, the net is set up and the games begin," he continued.

Before the volleyball court was set up, two of the ship's boxers, Gunner's Mate 3rd Class Thomas M. Wermerskirchen, the ship's

champion, and Boatswain's Mate Seaman George M. Dempsey, grandson of the famous Jack Dempsey, blasted away at each other in a fierce smoker. The ship has eight boxers who compete against all comers from their own and other ships.

"Skeet shooting is a real relaxer," says Lieutenant (jg) Frank Scalcucci, the ship's athletic officer. "We often have a group gathered on the fantail to improve their marksmanship."

In port, *Arlington's* teams participate in softball and golf competition against other ships and shore-based teams.

On *Arlington*, a guy has lots of ways to unwind after a hard day on the line.

—W. R. Griffin,
Journalist Seaman, USN.

How to Build a Car—Start With The Lights

ON IMPULSE, Lieutenant Commander Paul H. Running, CHC, USN, bought some old auto lights he saw in an antique shop in Perth, Australia. Fine. Now what? Auto lights, he discovered (from his wife), are almost totally useless without an auto to put them on. Even if they are over 50 years old.

Almost a year and \$300 later, LCDR Running had justified his antique shop purchase.

There, in the back yard of his Exmouth, Western Australia, housing unit, sat a half-size working replica of a 1914 Stutz Bearcat. Complete with authentic lights of the period.

It hadn't been an easy job. Before the project was finished, Chaplain Running had gained the interest and aid of Shipfitter 1st Class Bob Brennan, a couple of Australian friends, and numerous Seabees.

An old wall locker was cut up, reshaped, and became the car's hood. The locker doors' louvers give the hood an authentic touch.

Several oil barrels were sliced up, bent this way and that, and became perfect fenders.

But the piece de resistance was the gas tank. A piece of 8-inch tubing was located for the tank's main body. Now, what to use for the ends of the tank?

Running had already noted his wife's frying pan covers were just the right size. She caught him in the measuring act, however, and labeled the lids a definite no-no.

Next stop was to contact a company that makes frying pans. Naturally, they sent him, free of charge, and with their compliments, two frying pan lids with no handles or holes. Beautiful.

The completed car also features a radiator tempera-

ture gauge, a monocle windshield, and a bronze steering column. Like the original Bearcat, it has two-wheel mechanical brakes, differential steering mechanism, and bucket seats.

The wire wheels, similar to those used on the original, are from a bicycle. A 12-volt truck battery powers the mini-car along at 10 mph, and it runs for about three hours on each charge.

LCDR Running reports that he built the Stutz replica for his 10-year-old son, Eric.

Sure he did.



bulletin board

So You're Coming to Washington!

DUTY IN WASHINGTON, D. C., is something a large percentage of Navymen anticipate during their career and with good reason. The rewards of living in or near the nation's capital are many and the sense of history, and of history in the making, probably can't be equaled any place else in the country.

Newcomers may not be aware that the District of Columbia is a relatively small place when compared to the entire metropolitan area. The Virginia and Maryland suburbs have, for more than a quarter of a century, been aptly called the bedroom of Washington because many who work in D. C. live in these suburbs and commute from home to office daily. On the other hand, there are those who commute from the District of Columbia to jobs in Virginia or Maryland—a wise thing to do if you can manage it, because the major flow of traffic is into the city in the morning and out of it in the evening.



The National Capitol

There are several organizations which can help you decide the best place for you to live, and which can guide you toward available housing in that area.

Two of special interest to naval personnel are the Family Services Center at the U. S. Naval Station, and the Navy Wifeline Association at the Washington Navy Yard. Mentioned elsewhere in this report are other organizations which perform similar services.

As not only housing conditions, but almost everything else, are subject to far-reaching changes, it is strongly recommended that you check with either the Family Services Center or Wifeline before your plans are advanced too far.

FOR ENLISTED MEN arriving with their families, the Naval Station has set aside 70 units at the Bellevue Navy Housing and operates them more or less as a motel. The units have one, two or three bedrooms, and cooking facilities are available.

You may reserve one of these units by writing to Bellevue Cottages, Bellevue Naval Housing, 12 Bowling Green S.W., Washington, D.C. 20032, or by telephoning area code 202, 562-9382.

Your reservation must be claimed before 1800. If not, you will lose it to the first eligible arrival.

You will be welcome to stay at Bellevue for 15 days. This rule is occasionally bent for those who can show good and sufficient cause. The Navy, however, must also consider other arrivals who might need Bellevue temporary quarters more than you.

Permanent quarters are also available at Bellevue Navy Housing which is located in Southeast Washington near the Maryland line. There are also rental units at nearby Bolling Air Force Base. Both Bolling and Bellevue housing is available only to enlisted men and their families. All units are unfurnished except for a refrigerator, a kitchen range (which may be either gas or electric) and, of course, a hot-water heater.

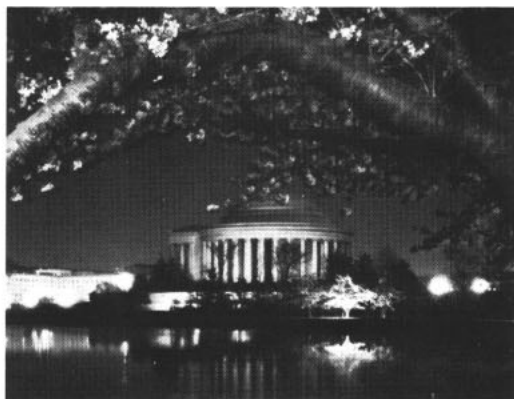
Sailors who live at Bellevue will part with about 75 per cent of their BAQ and those assigned to the newer quarters at Bolling will forfeit all of their BAQ.

Once assigned to Bellevue or Bolling housing, you may remain there for 42 months, although extensions may be obtained when a short additional stay would prevent a hardship.

Quarters are assigned only to married enlisted men and their families who do not own a house trailer or residential property in the District of Columbia or its suburbs.

THE SIZE OF THE QUARTERS to which a family is assigned depends upon the number of people in the group. A husband and wife, for example, would rate a one-bedroom unit and a couple with one child

Jefferson Memorial



would rate two bedrooms. The three-bedroom units are assigned to families in which there are three children one or more six years or older (regardless of sex) or to those having two children of opposite sex one of whom is six years of age or older.

The three-bedroom units are also assigned to families with three or four children under 12. Four-bedroom units go to families with four or more children, one of whom is more than 12 years old and to families with five or more children of any age.

Since the number of applications for housing at Bellevue and Bolling exceeds the number of units available, priority is given to enlisted men in pay grades E-6 and above.

Reservations may be made in advance—all you need is a set of orders. Just write to the Housing Officer (Code 26), Headquarters, Naval District, Washington, D. C., Washington Navy Yard, Washington, D. C. 20390, and list the number and ages of your dependents. You should also specify whether you prefer Bellevue or Bolling.

Your name will be placed on the waiting list and your priority won't change even though an addition to your family while waiting makes you eligible for a larger house.

If you live off base, you will have no difficulty in locating suitable quarters, although the general opinion of Navymen is that housing in Washington and its suburbs is relatively expensive.

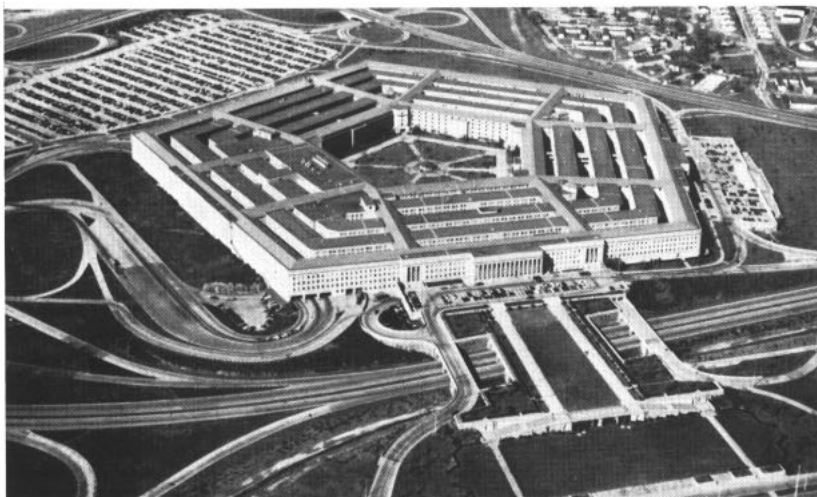
With the construction of high-rise apartments, the trend has been for those living in the older garden-types to move to better located and more modern high rises. As might be expected, the garden types are less expensive, with some beginning at prices in the \$80s for a one-bedroom apartment. Probably you can find an apartment of either type near the place where you work.

The prices quoted here are for unfurnished apartments although there are furnished apartments available in the metropolitan area, some of which can be rented for short periods of time. These are listed in the classified sections of the daily newspapers and you can also receive tips on their location from agencies set up to assist incoming servicemen.

ALTHOUGH THE CONSTRUCTION OF HOUSES in and around the District of Columbia probably hasn't equaled apartment building, there is no shortage. The trend during recent years in new housing, however, has been toward higher priced homes selling for from \$30,000 up. Despite this trend, there are still a number of houses available for purchase around \$20,000.

As was mentioned briefly before, the Family Services Center at the Naval Station can give the latest information on where to obtain housing in the Washington area and can also lend you dishes and other necessary items until your household goods arrive and can be unpacked. The Navy Wifeline at the Navy Yard

The Pentagon



IF YOU LIKE APARTMENT LIVING, you will have a large choice, for there has been considerable new construction of high rises in both the District of Columbia and the Virginia and Maryland suburbs. They could all probably be classed from comfortable to super luxurious and the price you pay depends on the degree of "luxury" and the location.

Generally speaking, efficiency apartments are in the vicinity of \$95. One-bedroom apartments begin at \$125, with the price scale graduating with additional bedrooms. Apartments with more than three bedrooms are exceedingly rare.

is also a source of this type of information as is the Armed Forces Hostess Association located in Room 1-A-736 of the Pentagon.

Recreation and Services

There are so many recreational facilities for Navymen in the Washington area that we won't bother to mention specifics. They are located at the various military installations and include golf, tennis, swimming, picnic areas, theaters (movie and legitimate), sailing marinas, and sport equipment checkouts (including camping gear). Everything that a well equipped naval

bulletin board

base has can be found at least in duplicate in the Washington area including such more or less exotic items as sauna baths and sun lamps.

The services picture around Washington is much the same as recreation. Services to servicemen and their families are numerous and easily attainable. There are nurseries for all-day child care; commissar-



The White House

ies; exchanges; dry-cleaning, beauty and barber shops; optical and watch repair shops; service stations; country stores; tailor and thrift shops. Regardless of where you work or live, these services probably will not be far away.

Medical Facilities: The medical care available to Navymen in the Washington area is possibly unsurpassed elsewhere in the world. In addition to the usual dispensaries and pharmacies, Navymen and their dependents have the facilities of the National Naval Medical Center at Bethesda available to them. It is reasonably safe to say that anything that can be done medically can be done at Bethesda's Naval Hospital.

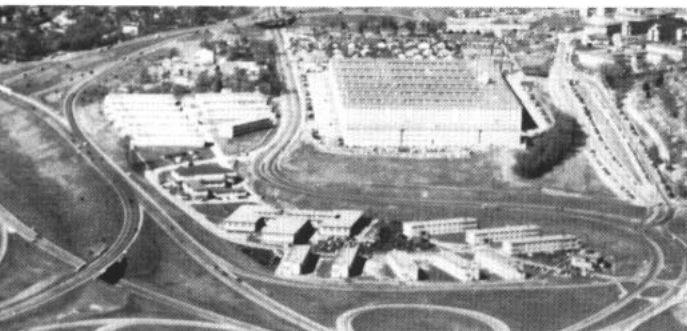
Clubs: This is another facet of Navy life which is abundant in and around the nation's capital. Since there are numerous military installations, there are also numerous clubs which are open to men and women of all services. Some are open seven days a week but others close on one day—usually Monday. All offer a full agenda of fun and games.

Washington Itself

IN WASHINGTON, D. C., it may be possible to do more and see more without spending much than in any other metropolitan area in the United States. Practically anybody on a three-year tour can keep himself reasonably occupied with sightseeing in Washington for there is an abundance of museums, art galleries and what have you.

There are also a number of performances—musical

Navy's Arlington Annex, BuPers



and dramatic—which cost nothing or very little. Broadway plays can frequently be seen in Washington before they open in New York and at a fraction of the New York price. In addition, there are a number of other legitimate theater performances which can be seen at various playhouses in the city, including Ford's which has been restored to the condition in which it was seen on the night of Lincoln's assassination. Prices are moderate for all.

For outdoor types, the Atlantic ocean isn't out of reach and many Navy families spend their summer weekends on the ocean beaches. For those who don't want to be bothered but like to boat, the nearby rivers emptying into the Chesapeake Bay provide boating and fishing. The bay itself is popular for water sports and is only a short drive from Washington.

There is camping in the nearby Blue Ridge. The Smokies are a little farther away but still available for long weekends or a not-too-far-away vacation. Cave enthusiasts will find plenty of them within easy driving distance and facilities range from easy stroll-throughs to those in which you need ropes and lanterns.

Most Navymen find, after being in Washington for a while, that they have stumbled into an old home week which lasts during their entire tour. It is pro-



Lincoln Memorial

verbal that anyone in the service or the foreign service sooner or later passes through Washington and you will find old friends aplenty either just passing through or assigned.

All things considered, there is really no reason why your tour of duty in Washington, D.C., shouldn't be one of the high points of your Navy career.

Park Maps Will Steer You Right

Some Navymen find a pleasurable way to trek cross country when transferring from one duty station to another is to visit or vacation in as many of America's national parks as possible.

Those of you unfamiliar with the facilities available in the National Park System might be enlightened by a new series of maps for sale by the Government Printing Office at \$1.50 for the package. The series shows which parklands provide camping facilities, swimming, food and lodging, and where fishing is permitted in national waters.

Eight full-color maps make up the guide package. An 18- x 28-inch United States map shows accesses to

more than 260 National Park System areas from the interstate highway system. Color-coded on the reverse is a listing of facilities and public services in the park system.

Five detailed regional maps show major highways and routes leading to cities and parks while two special maps locate parks, memorials and recreation sites in the New York City and District of Columbia metropolitan areas.

You may buy this packet of maps by mail from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

Here's How to Get an Idea of What Scheduled July Pay Raise May Mean to You

THE AUTOMATIC military pay raise scheduled to go into effect 1 July is expected to be an across-the-board 12.6 per cent of your basic pay. This was the percentage figure released by the Defense Department on 24 March after DOD decided to delay further action on the Hubbell pay plan.

Until new official pay scales are available, you may get some idea what your 1 July pay raise will amount to by adding the proposed 12.6 per cent to your current basic pay listed below.

The exact percentage of the increase in military pay will depend on the wage increase received by Civil Service workers. According to sources, the average wage increase for the latter is expected to be about nine per cent of total salary.

As in the past, the military increase will be applied to basic pay only, which accounts for the higher percentage. Total military salary includes basic pay, BAQ, BAS, and an income tax advantage on allowances.

Therefore, the military raise of 12.6 per cent in basic pay would be proportional to a total salary increase of nine per cent received by Civil Service employees.

Although the Department of Defense has set aside the proposed \$1.2 billion Military Pay Reform plan, the Secretary of Defense told Congress that he plans to review thoroughly the findings of the Hubbell study.

DOD officials say they are working on the new salary proposal with the idea that some day, Selective Service may be a thing of the past and that the military man will be a professional careerist in every sense of the word. A primary objective is to make a military career so attractive that the draft could be eliminated. Higher military pay is one approach to the problem.

When the new basic pay increases are approved, ALL HANDS will give you complete details.

ComRat Allowances for 1969

If you are drawing commuted rations but don't like the idea of eating your lunch out of a brown bag, you may dine in the general mess for a nominal cost, says the Naval Supply Systems Command.

Here are the standard rates for each meal based on the 1969 \$1.32 daily allowance: Breakfast—\$.27; dinner (including holiday meals)—\$.60; and supper—\$.45.

These figures are part of the new tables of meal rates released by NSSC earlier this year. The tables—one for regular meals, one for holiday meals—provide a complete breakdown of meal costs for every possible general mess patron, from midshipmen to relatives of Navymen to organized youth groups.

Allowance figures are also shown for leave, temporary duty, flight, boat and night rations.

For the entire picture of meal rates, check Nav-SupInst 4061.9A (Sup 30).

RANK OR PAY GRADE	TABLE OF ACTIVE DUTY SERVICE PAY CURRENTLY IN EFFECT MONTHLY BASIC PAY (Based on Cumulative Years of Service, Active and Inactive)														
	2 Yrs. or Less	Over 2 Yrs.	Over 3 Yrs.	Over 4 Yrs.	Over 6 Yrs.	Over 8 Yrs.	Over 10 Yrs.	Over 12 Yrs.	Over 14 Yrs.	Over 16 Yrs.	Over 18 Yrs.	Over 20 Yrs.	Over 22 Yrs.	Over 26 Yrs.	Over 30 Yrs.
O-10*Admiral								\$1860.60	\$1860.60	\$1993.80	\$1993.80	\$2126.70	\$2126.70	\$2259.60	\$2259.60
O-9 Vice Admiral								1594.80	1594.80	1728.00	1728.00	1860.60	1860.60	1993.80	1993.80
O-8 Rear Admiral (Upper Half)							\$1462.20	1265.70	1265.70	1329.30	1462.20	1664.40	1728.00	1797.60	1797.60
O-7 Rear Admiral (Lower Half)							930.30	930.30	962.10	1113.90	1170.90	1265.70	1329.30	1373.10	1373.10
O-6 Captain						\$930.30	822.60	866.40	924.30	993.60	1050.60	1082.10	1120.20	1120.20	1120.20
O-5 Commander	\$635.40	\$746.70	\$797.70	\$797.70	\$797.70	797.70	797.70	797.70	797.70	797.70	797.70	797.70	797.70	797.70	797.70
O-4 Lieutenant Commander	536.10	652.20	696.30	696.30	708.60	740.40	790.80	835.20	873.30	911.40	936.90	936.90	936.90	936.90	936.90
O-3**Lieutenant	498.30	556.80	594.60	658.60	689.70	714.90	753.30	790.80	810.00	810.00	810.00	810.00	810.00	810.00	810.00
O-2**Lieutenant (Junior Grade)	399.30	474.30	569.70	588.60	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90	600.90
O-1**Ensign	343.20	379.80	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30	474.30
O-3 Credited with over 4 years' active service				658.50	689.70	714.90	753.30	790.80	822.60	822.60	822.60	822.60	822.60	822.60	822.60
O-1 as enlisted members				588.60	600.90	620.10	620.10	677.40	696.30	696.30	696.30	696.30	696.30	696.30	696.30
				474.30	506.40	525.30	544.20	563.10	588.60	588.60	588.60	588.60	588.60	588.60	588.60
W-4 Chief Warrant Officer	\$507.30	\$544.20	\$544.20	\$556.80	\$582.00	\$607.50	\$632.70	\$677.40	\$708.60	\$734.10	\$753.30	\$778.20	\$804.00	\$866.40	\$866.40
W-3 Chief Warrant Officer	461.10	500.40	500.40	506.40	512.70	550.20	582.00	600.90	620.10	638.70	658.50	683.70	708.60	734.10	734.10
W-2 Chief Warrant Officer	403.80	436.80	436.80	449.40	474.30	500.40	519.30	537.90	556.80	576.00	594.60	613.50	638.70	638.70	638.70
W-1 Warrant Officer	336.60	386.10	386.10	417.90	436.80	455.70	474.30	493.80	512.70	531.60	550.20	569.70	588.60	588.60	588.60
E-9† Master Chief Petty Officer							\$576.30	\$598.50	\$603.30	\$616.50	\$630.00	\$642.60	\$676.50	\$742.20	\$742.20
E-8 Senior Chief Petty Officer						\$483.60	497.10	510.30	523.80	537.00	549.90	563.40	596.70	663.00	663.00
E-7 Chief Petty Officer	\$303.90	\$364.20	\$377.70	\$391.20	\$404.40	417.30	430.50	444.30	464.10	477.30	490.50	497.10	530.40	596.70	596.70
E-6 Petty Officer First Class	261.90	318.00	331.20	344.70	358.20	371.10	384.60	404.40	417.30	430.50	437.40	437.40	437.40	437.40	437.40
E-5 Petty Officer Second Class	226.20	278.70	291.90	304.80	324.90	338.10	351.30	364.20	371.10	371.10	371.10	371.10	371.10	371.10	371.10
E-4 Petty Officer Third Class	190.20	238.50	251.70	271.50	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00	285.00
E-3 Seaman, Etc.	137.70	192.00	205.50	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70	218.70
E-2 Seaman Apprentice, Etc.	113.40	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00	159.00
E-1 Recruit	109.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50	145.50
E-1 Recruit (Less than 4 months)	102.30														

*While serving as chairman of the Joint Chiefs of Staff or Chief of Naval Operations, basic pay for this grade is \$2493 regardless of cumulative years of service.

**Does not apply to commissioned officers who have been credited with over four years' active service as enlisted members.

†While serving as Master Chief Petty Officer of the Navy, basic pay for this grade is \$902.40 regardless of cumulative years of service.

Ready to Come Back In

THE NAVY IS OFFERING an opportunity for qualified personnel now out of the service to reenlist under broken service conditions.

The program is basically aimed at mature, high quality personnel who are motivated toward the sea service.

It is recognized that many individuals with previous regular service desire to reenlist in the Navy after returning to civilian life. The ties of friendship are strong, and they really miss the challenge of a career job serving their country.

Some Fleet Reserve personnel decide after a period in the Fleet Reserve that they wish to return to active service. In addition, many Naval Reservists and inductees serving on active duty with the Regular Navy or in the TAR program and some men with previous service in another armed force desire to enlist in the Regular Navy.

Current policy is that it is desirable to accept such personnel into the Regular Navy to meet manpower needs, providing they meet all of the reenlistment quality control criteria, and so long as their acceptance is not detrimental to the service progression of career petty officers of the Regular Navy.

Bright Future Awaits Petty Officers Provisionally Selected for NESEP

Nearly 500 science-minded petty officers have survived initial screening for this year's Navy Enlisted Scientific Education Program. The 486 "provisional selectees" now face additional hurdles before final selections are made for the program that many consider one of the choicest in the package of Navy educational benefits.

Those who make it into NESEP attend college full time — at Navy expense — while they continue to draw full pay and allowances. Twenty-two colleges and universities take part in the program.

The provisional selectees for this year's NESEP are petty officers between ages 21 and 25 who met strict application and eligibility requirements, were recommended by their COs, passed a screening exam last November, and were selected by a board in BuPers.

These candidates now must take a Scholastic Aptitude Test (SAT) which will help determine their status for admission to a NESEP college. Those who score sufficiently well on the SAT will receive orders for prep school next summer. Those who finish prep school and are accepted by a college then can consider themselves finally selected for NESEP. They will enroll for full-time study in a science-oriented curriculum beginning next fall.

Of course, in addition to as many as four years of college, NESEP provides topnotch petty officers with a path to a commission in the Regular Navy, which is really what NESEP is all about.

BuPers Inst. 1510.69 series has all the details.

Some months ago BuPers Inst 1130.45 was promulgated, outlining the rules for such reenlistments and active duty continuance.

If you have a member of your family or a former shipmate who you think meets the qualifications, you may be able to pass the word.

Here are the rules.

- **Broken Naval Service** — Must have been recommended by former commanding officer, and have been in one of the open rates at the time of separation. The break in service must have been less than four years at the time of reenlistment.

- **Broken Service (Other Armed Force)** — Must have been recommended for reenlistment by former CO, and have held a rating or specialty code (MOS, as they say in the Army) corresponding to a rating on the open rates list.

- **SCORE Program** — Regular Navy personnel after a break in service, and active duty Naval Reservists, may reenlist in the Regular Navy under the SCORE program provided the rate to which they seek to convert is on the current list of open rates, and the rating is on the "To Which" list contained in the latest BuPers Inst. 1440.27 series.

- **Active Duty Reservists** — May enlist in the Regular Navy without being on the list of open rates. To be eligible, they must meet all current eligibility requirements for first-term reenlistments and must be able to complete 20 years of active service before reaching the age of 52.

- **Inductees** — Same rules as active duty Reservists.

- **Fleet Reservists** — May be voluntarily recalled to active duty for a period of two years if separated from active service in a rate which is currently on the list of open rates. Retention on active duty beyond two years will depend on the needs of the service at that time.

- **Extension of Active Duty for Reservists** — Naval Reservists on active duty with the Regular Navy may be retained on active duty beyond their original EAOS, provided they are recommended by their commanding officer. Extensions of less than one year must be under certain conditions which are specified in Article C-1407A of the *BuPers Manual*.

- **TAR Personnel** — Petty officers in the TAR program who volunteer for general duty assignment may be recommended to the Chief of Naval Personnel (Pers-B2233) without regard to the list of open rates. They must have been serving on active duty at their present duty station for at least one year, and must volunteer for at least two years of service.

Upon reporting to their ultimate duty station, such general duty TAR petty officers may then be enlisted in the Regular Navy, provided they meet all then current eligibility criteria, without regard to the list of open rates.

If you are wondering which ones they are, here is the list of open rates:

GROUP I	E-9	E-8	E-7	E-6	E-5	E-4
			BMC	BM1	BM2	
				QM1	QM2	
				RD1	RD2	RD3
					SM2	SM3
				ST1		
					STG2	STG3
					STS2	STS3

GROUP II	E-9	E-8	E-7	E-6	E-5	E-4
		FTCS				
			FTGC	FTG1	FTG2	FTB3
				FTM1	FTM3	FTM3
					GMG2	GMG3
					GMT2	GMT3
						MT3
						TM3

GROUP III	E-9	E-8	E-7	E-6	E-5	E-4
		ETCS	DSC	DS1	DS2	DS3
			ETC	ET1		
					ETN2	ETN3
					ETR2	ETR3

GROUP IV	E-9	E-8	E-7	E-6	E-5	E-4
						IM3
						OM3

GROUP V	E-9	E-8	E-7	E-6	E-5	E-4
					CS3	
				CTA1	CTA3	
				CTI1	CTI3	
				CTM1	CTM3	
				CTO1	CTO3	
				CTR1	CTR3	
					CTT1	
					CYN3	
				DK2	DK3	
				RM2	RM3	
				SK2	SK3	

GROUP VII	E-9	E-8	E-7	E-6	E-5	E-4
		BRCM		BR1		
			BTCS		BT2	BT3
				DC1	DC2	
				EM1	EM2	EM3
				EN1	EN2	
				IC1	IC2	IC3
				MM1	MM2	MM3
				MR1	MR2	
				PM1	PM2	
				SF1		
					SFM2	SFM3
					SFP2	SFP3

GROUP VIII	E-9	E-8	E-7	E-6	E-5	E-4
			BUC	BU1	BU2	BU3
			CEC	CE1	CE2	CE3
		CMCS	CMC	CM1	CM2	CM3
		EACS	EAC	EA1	EA2	EA3
			EOC	EO1	EO2	EO3
		SWCS	SWC	SW1	SW2	SW3
		UTC	UTC	UT1	UT2	UT3

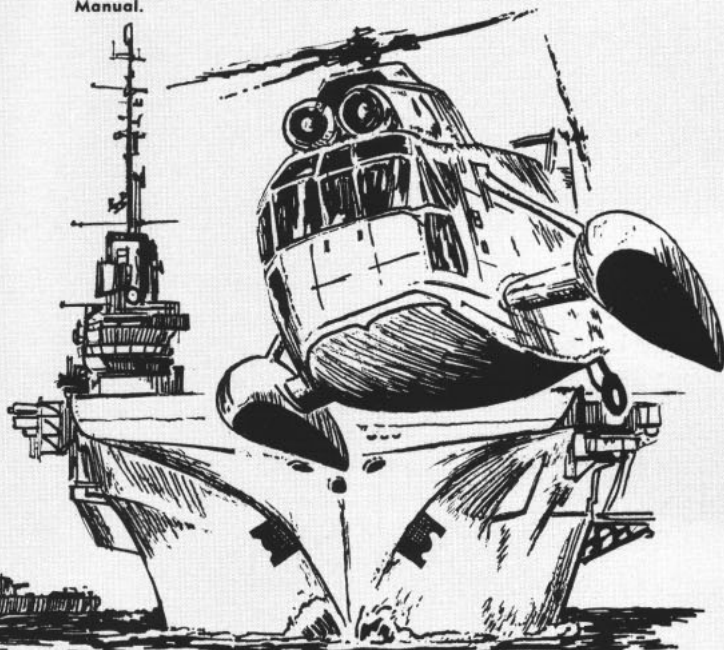
GROUP IX	E-9	E-8	E-7	E-6	E-5	E-4
					AC3*	
				ADJ1	ADJ2	ADJ3
					AE2	AE3
						AG3
						AME3
						AMH3
						AO3

GROUP IX	E-9	E-8	E-7	E-6	E-5	E-4
			AQC	AQ1		
					AQB2	AQB3
					AQF2	AQF3
					ASE2	ASE3
					ASH2	ASH3
					ATN2	ATN3
					ATR2	ATR3
			AWC	AW1	AW2	AW3
						AX3
				PT1		

Group X
(Each case must be approved by the Chief of Naval Personnel)

NEC	E-9	E-8	E-7	E-6	E-5	E-4
8405			HMC	HM1	HM2	
8406				HM1	HM2	HM3
8409					HM2	HM3
8413					HM2	HM3
8417			HMC	HM1	HM2	HM3
8432			HMC	HM1	HM2	
8452			HMC	HM1	HM2	HM3
8453					HM2	HM3
8462			HMC	HM1	HM2	HM3
8463			HMC	HM1	HM2	
8482			HMC	HM1	HM2	HM3
8483					HM2	HM3
8484					HM2	HM3
8485					HM2	HM3
8486					HM2	HM3
8488					HM2	HM3
8492					HM2	HM3
8493			HMC	HM1	HM2	
8495						HM3
8498					HM1	HM2

AN, CN, DN, FN, HN, SN
(Nonrated must have passed an examination for PO3)
* Must meet the requirements of Chapter 9.31, Enlisted Transfer Manual.



Prototype Uniform of First Class Petty Officer Is Under Study

The Chief of Naval Personnel has released details of a prototype first class petty officer's uniform which has been undergoing limited reaction tests for the past two months. This uniform, which is made of gabardine material, is one more indication that the Navy is focusing more attention on the improvement of the appearance and enhancement of the prestige of its senior petty officers.

The Navy blue uniform consists of a naval jacket type coat and cuffless trousers of straight leg styling. The proposed uniform will be worn with a distinctive cap which can be worn with all uniforms. The cap has a cloth-covered bill of the same Navy blue gabardine used in the uniform. The white cap cover is accented with a 1-1/4 inch black band with flat gold "U. S. NAVY" lettering across and in front of the cap. A silver first class rating cap device is centered above the band on the cap cover.

The uniform coat is single breasted with three silver buttons. The coat's distinctive features are that it is tailored to the end of the sleeve, and it has double side vents in the back. The rating badge and hashmarks, red or gold, are sewn on the left sleeve in the usual positions. The coat has two chest pockets, an inside right pocket and an outside pocket on the left over which ribbons and/or medals are worn. The coat is worn over the conventional white shirt and black tie.

The cuffless trousers have front slash pockets, fore-and-aft creases, a right watch pocket, and two back pockets. The Navy blue web belt and buckle will remain the same.

This is by no means the final uniform. Changes may be made to all or part of the uniform as the reaction tests continue. This uniform is a long way from being ready for issue to the Fleet, and it will get further thorough testing and official approval and then take over a year to manufacture and stock.



Veterans of World Wars I and II To Receive Insurance Dividends

Nearly 200,000 World War I and more than four million World War II veterans who have held on to their G. I. insurance policies will receive a 1969 dividend on their policy's anniversary. No application will be necessary because payment is automatic.

According to the Veterans Administration which has received thousands of inquiries, an unfounded rumor has been circulating that Congress has authorized payment of 50 cents per month for each \$1000 of World War II G. I. insurance.

The VA has been advising those who inquire that the story is false. The Congress does not legislate dividends on G. I. insurance. Dividends on G. I. insurance are paid commensurate with savings and earnings on G. I. insurance trust funds.

The rumor may have been based on a dividend which covered payments made during World War II service. This was widely publicized and paid back in 1950. There will, however, be no other dividend for the same period.

LAO Circuit Rider Will Give You Legal Advice—Even in Vietnam

Your wife tells you in a letter that the landlord is trying to evict her. Meanwhile, a bill collector is dunning her for payments on merchandise she never received.

No one has to tell you that you need a lawyer. Unfortunately, none of the men with you on Mekong Delta river patrol has studied law, and the nearest legal assistance office is in Saigon, more than 100 miles away.

Perhaps you can't go to the Legal Assistance Officer, but chances are he'll come to you.

Under a new LAO circuit rider program, three judge advocate officer-lawyers assigned to the Navy headquarters staff in Saigon tour the Mekong Delta to serve isolated Navymen who need legal advice.

Most Delta bases are visited by a lawyer at least once every two weeks. The visits are scheduled in advance so that each command knows exactly when the LAO will be on board.

The Vietnam circuit riders offer a range of legal services usually available only at naval district headquarters, naval stations, and ships and stations with 1000 or more men assigned. Of course, the LAOs' services are free and confidential.

One of the circuit riders, Lieutenant Gary Dugger, admits that practicing law in the Mekong Delta is different. However, he insists that despite the rugged environment, he always is able to maintain a strict attorney-client type relationship.

The main stumbling block is getting to the client on schedule. "I've ridden in helicopters, river patrol boats and about every type of fixed-wing aircraft operating in the Delta," said LT Dugger. "Somehow, we always manage to get to our destinations on time."

Captain Konstantine A. Konopisos, who pioneered the Vietnam legal assistance program while serving as Staff Legal Officer, COMNAVFOR Vietnam, recently was

succeeded by Captain Bertram R. Carraway. Lieutenant James E. McErlane also rides the circuit.

The judge advocate lawyers help Navymen with personal civil legal matters; they execute wills, powers of attorney, deeds, affidavits, contracts and other



documents. They also assist in cases of property transfer, automobile sales and licenses, questions of marriage and divorce, adoption of children, administration of estates, insurance, citizenship, taxation, personal injury, and cases in which the Soldier's and Sailor's Civil Relief Act may be invoked for the protection of the Navyman or his family.

Each of the lawyers travels alone. Any clerical assistance he may need is provided by the local command. If he is asked a question he can't answer, and does not have the appropriate legal reference in his briefcase, he does research in Saigon and then delivers the answer on the next field trip.

Enlisted Blue Angel Billets Open

Looking for a job with pizzazz?

If you're in one of four aviation ratings, or a journalist, you may find one with the Blue Angels flight demonstration team.

The aviation show team has open billets as follows:

Aviation Machinist's Mate (Jet)—ADJC, ADJ1, ADJ2

Aviation Electrician's Mate—AE1, AE2

Aviation Electronics Technician—AT2

Aviation Structural Mechanic—AMS2, AMS3

Journalist—JO2

Applicants for the aviation billets should have experience in maintenance of the F-4 Phantom jet.

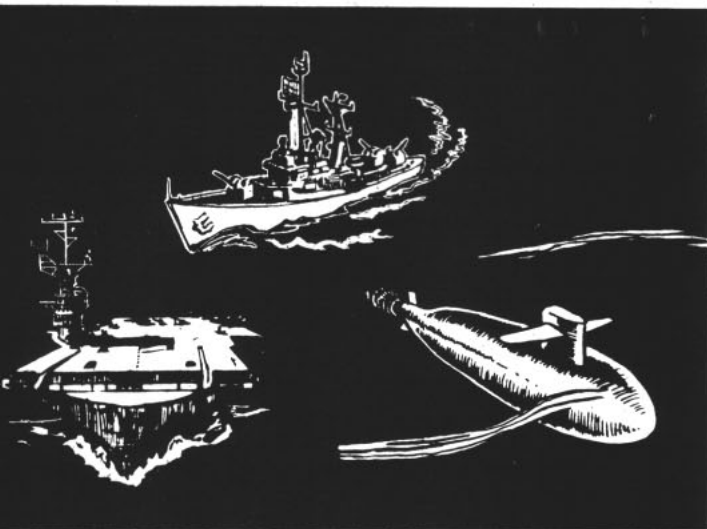
The JO billet is with the Blue Angels public affairs team.

For eligibility, you must be in line for 24 months of shore duty, or be willing to extend your enlistment to acquire a 24-month obligation.

Also, it helps if you like to travel. The Blue Angels perform in some 85 air shows each year, and those who make it into the maintenance crew can plan on travel throughout the United States and occasional trips abroad.

If you're interested, your letter request should be submitted to the Chief of Naval Personnel, via your commanding officer, and also via: Officer in Charge, Blue Angels Flight Demonstration Team, Naval Air Station, Pensacola, Fla. 32508.

bulletin board



SEAVEY SEAVEY

IT'S TIME once more for many of you to be moving ashore sometime between October 1969 and January of next year if you are eligible for shore duty under Seavey Segment B-69.

The cutoff dates, effective for those individuals serving on board a sea activity as of 1 Mar 1969, are printed below.

To be eligible for shore assignment under Seavey B-69, you must align your rate or NEC with the cutoff date listed. If yours is not listed, check with your personnel officer for clarification.

For those serving on toured sea duty to be eligible for a shore assignment, your tour completion date must fall within one of the transfer months — October 1969 through January 1970.

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
ABEC	Apr 66	AMEC	Oct 66	ASM2	Feb 67	BUC	Feb 66	DS2	Jul 66
ABE1	Feb 66	AME1	Oct 66	ASM3	Feb 67	BU1	Feb 66	DS3	Jul 66
ABE2	Jan 66	AME2	Oct 66	ASMAN	Feb 67	BU2	Feb 66	DSSN	Jul 66
ABE3	Jan 66	AME3	Oct 66			BU3	Feb 66		
ABEAN	Jan 66	AMEAN	Oct 66	ATC	Dec 66	BUCN	Feb 66	DTC	Oct 67
				AT1	Dec 66			DT1	Jul 67
ABFC	Dec 66	AMHC	Jul 67	ATR2	Sep 66	CEC	May 66	DT2	Oct 67
ABF1	Dec 66	AMH1	Feb 67	ATR3	Sep 66	CE1	May 66	DT3	Oct 67
ABF2	Jul 66	AMH2	Feb 67	ATRN	Sep 66	CE2	May 66	DN	Oct 67
ABF3	Jul 66	AMH3	Feb 67	ATN2	Oct 66	CE3	May 66		
ABFAN	Jul 66	AMHAN	Feb 67	ATN3	Sep 66	CECN	May 66	EAC	Jan 67
				ATNAN	Sep 66			EA1	Jan 67
ABHC	Jul 67	AMSC	Jan 66			CMC	Oct 65	EA2	Jan 67
ABH1	Apr 66	AMS1	Mar 66	AXC	Mar 66	CM1	Oct 65	EA3	Jan 67
ABH2	Jun 66	AMS2	Mar 66	AX1	Dec 65	CM2	Oct 65	EACN	Jan 67
ABH3	Jun 66	AMS3	Apr 66	AX2	Jun 65	CM3	Oct 65		
ABHAN	Jun 66	AMSAN	Apr 66	AX3	Jun 65	CMCN	Oct 65	EMC	Mar 62
				AXAN	Jun 65			EM1	Jul 61
ADJC	Sep 65	AOC	Jun 66			CSC	Apr 64	EM2	Jan 65
ADJ1	Sep 65	AO1	Jun 66	AZC	Oct 66	CS1	Apr 64	EM3	Aug 64
ADJ2	Dec 65	AO2	Jun 66	AZ1	Oct 66	CS2	Nov 65	EMFN	Aug 64
ADJ3	Dec 65	AO3	Jun 66	AZ2	Feb 67	CS3	May 67		
ADJAN	Dec 65	AOAN	Jun 66	AZ3	Oct 66	CSSN	May 67	ENC	Aug 63
				AZAN	Oct 66			EN1	Sep 62
ADRC	Jul 67	AQC	Aug 66			CYN3	Apr 66	EN2	Apr 65
ADR1	Jul 67	AQ1	Sep 65	BMC	Nov 64	CYNSN	Apr 66	EN3	Jun 66
ADR2	Jul 67	AQB2	Aug 66	BM1	Dec 62			ENFN	Jun 66
ADR3	Jul 67	AQB3	Mar 66	BM2	Jul 62	DCC	Oct 66		
ADRAN	Jul 67	AQBAN	Mar 66	BM3	Mar 64	DC1	Jul 63	EOC	Dec 65
		AQF2	Nov 66	BMSN	Mar 64	DC2	Jul 65	EO1	Dec 65
AEC	Jan 67	AQF3	Mar 66			DC3	Sep 65	EO2	Dec 65
AE1	Dec 66	AQFAN	Mar 66			DCFN	Sep 65	EO3	Dec 65
AE2	Dec 66			BRC	Jan 66			EOCN	Dec 65
AE3	Dec 66	ASC	Feb 67	BR1	Jan 64	DKC	Mar 67		
AEAN	Dec 66	AS1	Feb 67			DK1	Feb 64	ETC	Jul 67
		ASE2	Feb 67	BTC	Jun 63	DK2	Oct 66	ET1	Oct 66
AKC	May 67	ASE3	Feb 67	BT1	Jan 62	DK3	Oct 67	ETN2	Sep 66
AK1	Feb 67	ASEAN	Feb 67	BT2	Dec 63	DKSN	Oct 67	ETN3	Oct 66
AK2	Aug 67	ASH2	Feb 67	BT3	Mar 61			ETNSN	Oct 66
AK3	Aug 67	ASH3	Feb 67	BTFN	Mar 61	DSC	Apr 67	ETR2	Sep 66
AKAN	Aug 67	ASHAN	Feb 67			DS1	Nov 66	ETR3	Jul 66

SEAVEY SEAVEY SEAVEY SEAVEY

In addition to completing your rotation data card, which by now your command should have worked up and sent to the personnel accounting machine installation, you should ensure that you have obligated yourself to serve to at least September 1971. Failure to fulfill these requirements will delay your receipt of orders ashore.

Five new ratings are now being centrally detailed by the Chief of Naval Personnel. They are: PH, PT, IM, OM, and DM. If you are serving in one of these ratings, you will be notified of your rotation status by individual letter.

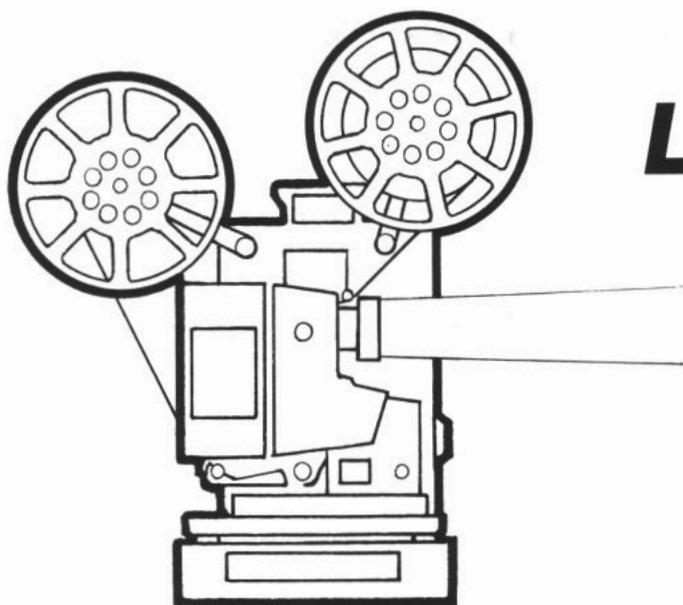
The need for volunteer recruiters and recruit company commanders remains. Petty officers eligible for Seavey who qualify according to Chapter 4 or Article

5.9 of the *Enlisted Transfer Manual* (NavPers 15909B) are encouraged to submit their applications via the chain of command to BuPers. The majority of recruiter billets are available in the First, Third, Fourth and Ninth Naval Districts.

There may arise conditions whereby a commanding officer may find it necessary to hold up an individual's Seavey orders because of operational commitments or a shortage exists of your specific ratings or talents aboard your ship. Usually, anyone receiving orders to shore duty through Seavey procedures may drop anchor without too much interference.

Here, as published in BuPers Notice 1306 of 26 Feb 1969, are the ratings and cutoff dates for Seavey Segment B-69:

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
ETRSN	Jul 66	HM3	Oct 67	MRC	Mar 65	QM3	Feb 65	SMC	Jan 66
		HN	Oct 67	MR1	Mar 65	QMSN	Feb 65	SM1	Mar 61
FTBC	Oct 66			MR2	Mar 65			SM2	Oct 61
FTB1	Oct 66	ICC	Oct 66	MR3	Nov 65	RDC	Jul 64	SM3	Oct 61
FTB2	Feb 65	IC1	Jan 62	MRFN	Nov 65	RD1	Jun 63	SMSN	Oct 61
FTB3	Feb 65	IC2	Sep 64			RD2	Jun 63		
FTBSN	Feb 65	IC3	Oct 64	MTC	Oct 65	RD3	Nov 64	STC	Mar 65
		ICFN	Oct 64	MT1	Oct 65	RDSN	Nov 64	ST1	Oct 64
FTGC	Sep 65			MT2	Oct 65			STG2	Jul 65
FTG1	Jan 65	JOC	Aug 67	MT3	Nov 63	RMC	Apr 66	STG3	Dec 64
FTG2	Jan 65	JO1	Aug 67	MTSN	Sep 64	RM1	Apr 66	STGSN	Dec 64
FTG3	Jul 64	JO2	Aug 67			RM2	Apr 66	STS2	Jul 65
FTGSN	Jul 64	JO3	Aug 67	PCC	Jun 66	RM3	Apr 66	STS3	Dec 64
		JOSN	Aug 67	PC1	Jun 65	RMSN	Apr 66	STSSN	Dec 64
FTMC	Mar 67			PC2	Jun 65				
FTM1	Mar 65	LIC	Mar 67	PC3	May 66	SDC	Mar 66	SWC	Feb 65
FTM2	Feb 64	LI1	Mar 66	PCSN	May 66	SD1	Jan 64	SW1	Feb 65
FTM3	Feb 64	LI2	Apr 67			SD2	Oct 63	SW2	Feb 65
FTMSN	Feb 64	LI3	Jun 67	PMC	Jan 64	SD3	Aug 64	SW3	Feb 65
		LISN	Jun 67	PM1	Jan 63	TN	Aug 64	SWCN	Feb 65
GMGC	Jan 65			PM2	Jan 63				
GMG1	May 63	MLC	Apr 64	PM3	Jan 63	SFC	Nov 62	TMC	Jul 66
GMG2	Dec 62	ML1	Feb 63	PMFN	Jan 63	SF1	Jun 62	TM1	Oct 64
GMG3	Dec 62	ML2	Feb 63			SFM2	Jun 65	TM2	Jan 64
GMGSN	Dec 62	ML3	Jun 63	PNC	Aug 67	SFM3	Oct 65	TM3	Jan 66
		MLFN	Jun 63	PN1	Jul 67	SFMFN	Oct 65	TMSN	Jan 66
GMMC	Jun 66			PN2	Jun 67	SFP2	Jun 65		
GMM1	Jun 65	MMC	Jan 63	PN3	Aug 67	SFP3	Oct 65	UTC	Aug 65
GMM2	Jun 65	MM1	Sep 61	PNSN	Aug 67	SFPFN	Oct 65	UT1	Aug 65
GMM3	Jun 65	MM2	Nov 64					UT2	Aug 65
GMMSN	Jun 65	MM3	Dec 61	PRC	Jan 67	SHC	Mar 67	UT3	Aug 65
		MMFN	Dec 61	PR1	Jan 67	SH1	Oct 62	UTCN	Aug 65
GMTC	Jun 67			PR2	Jan 67	SH2	Oct 62		
GMT1	Jun 67	MNC	Nov 66	PR3	Jan 67	SH3	Jul 62	YNC	Aug 67
GMT2	Jun 67	MN1	Nov 66	PRAN	Jan 67	SHSN	Jul 62	YN1	Aug 67
GMT3	Jun 67	MN2	Nov 66					YN2	Aug 67
GMTSN	Jun 67	MN3	Nov 66	QMC	Nov 62	SKC	Jan 65	YN3	Aug 67
		MNSN	Nov 66	QM1	Jan 62	SK1	Jan 64	YNSN	Aug 67
HMC	Feb 67			QM2	Jul 64	SK2	May 66		
HM1	Feb 67					SK3	Sep 66	NEC	5332 Dec 64
HM2	Feb 67					SKSN	Sep 66		



Lights . . . Camera . . . Action . . .

A ONE-YEAR course in motion picture scriptwriting has been added to the list of specialized college training programs available to Navy journalists and photographer's mates.

Beginning next September, billets in a scriptwriting class will be available annually at the University of Southern California.

Details on eligibility and application are contained in BuPers Notice 3150 (27 Feb 1969). This directive also reviews the eligibility requirements for other college courses available to JOs, PHs, and warrant and LDO photographers.

Here's a roundup:

Scriptwriting

If you're a JO in grade E-5 or higher, or a PH2 or above and have NEC code 8148 (Documentary News Still Photographer), you may apply for the motion picture scriptwriting course, provided you have:

- Less than 15 years' service if in grade E-7, E-8 or E-9.
- Not more than 12 years' service if in grade E-6.
- Not less than six years' service if in grade E-5.

Time in service is computed from 1 July of the year you enroll.

Also, you must be a high school graduate or have the service-accepted equivalent, have a combined GCT/ARI of at least 110 (no waivers), and have 24 months of obligated service when you finish the one-year course.

Your request, accompanied by your CO's recommendation and a special report of enlisted performance evaluation (NavPers 792), must be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April of a given class year. A copy of your request should be forwarded to the Chief of Naval Operations (Op-346).

If you complete the course, you will be assigned the Motion Picture Scriptwriter NEC (8146), and will

be assigned to a mobile photographic unit or some other activity capable of motion picture production.

Officer Cinematography

A new class in Cinematography for naval officers convenes each September at the University of Southern California. The course takes two years.

Limited duty officers 663X (Photography) in grades LT, LTJG and ENS, and warrant and chief warrant officers 831X (Photographer), may apply for the training. Applicants must have less than 16 years' service on 1 July of the year enrolled, and must:

- Agree to serve one year of active duty for each six months of training.
- Have a CO's recommendation.
- Have satisfactorily completed PH "B" school.
- Not be a graduate of the enlisted cinematography course.

• Have completed the one-year college-level GED course or have equivalent formal schooling.

Applications should be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April of a class year. A copy of the request should be forwarded to the Chief of Naval Operations (Op-346).

Officers who complete the course are assigned to motion picture production duties.

Enlisted Cinematography

A one-year course in cinematography begins each September at the University of Southern California for photographer's mates in grade E-5 or above who meet the following requirements:

- Less than 15 years' service if E-7, E-8 or E-9; not more than 12 years' service if E-6; not less than six years' service if E-5. Time in service is computed from 1 July of the year enrolled.
- Commanding officer's recommendation.
- Graduate of Class "C" Motion Picture Camera School or at least one year of field experience.

- Combined GCT/ARI of 110 or higher (no exceptions).
- High school graduate or service-accepted equivalent.
- Not a graduate of the Photo-Journalism course.
- Two years of obligated service after completing the course.

If you meet these requirements, your request and a special report of enlisted performance evaluation (NavPers 792) must be submitted to the Chief of Naval Personnel (Pers-B2143) before 15 April of the class year, with a copy of the request forwarded to the Chief of Naval Operations (Op-346).

When you complete the course you'll receive NEC PH-8144 (Motion Picture Director) and an assignment to a mobile photographic unit or some other activity with a motion picture production capability.

Quality Control

A special 10-week course, Quality Control of Photographic Processing, is held each summer at the Rochester Institute of Technology for photographer's mates in grade E-5 and above who meet the following:

- Less than 15 years' service if E-7, E-8 or E-9; not more than 11 years' service if E-6; and not less than six years' service if E-5. Time in service is computed from 1 July of the year enrolled.
- Graduate of PH "B" School.
- Combined GCT/ARI of 110.
- Have CO's recommendation.
- High school grad or service-accepted equivalent.



Graduates of this course must have at least 24 months of obligated service at the time they finish the training. The NEC assignment is PH-8126 (Photographic Quality Controlman).

A tip before requesting this training: Bone up on logarithms.

Requests should be addressed to the Chief of Naval

Focusing on the Navyman Behind the Lens

NAVYMEN WITH TRAINING in cinematography and motion picture scriptwriting produce films that are used in recruiting, training, historical documentation and news and public information programs.

The Navy requires several hundred new movies each year, many of them fullscale productions that are written, acted and filmed by Navymen at the Naval Photographic Center in Washington, D. C. (See "Hollywood, Navy Style," ALL HANDS, December 1968).

The bulk of the movie program involves production of training films, but Navy moviemakers work in a variety of other film production areas.

One trend is the writer-director-cameraman team which works in the field. The NPC-based Chinfo Unit, for example, is dispatched by the Chief of Information to film diverse subjects such as medical teams in combat, scientific explorations, and the recommissioning of a battleship. Such productions usually take the form of 30-minute color documentaries and are distributed to television stations throughout the country. (You may have seen "Eye of the Dragon," "Gentle Hand," or "River Patrol," on your TV at home. These and other films have been produced by the Chinfo Unit.)

Other Navy moviemakers work in motion picture teams to film jet strikes, artillery bombardments, ships firing on target, amphibious landings and training maneuvers.

Films which document the aerial combat over Vietnam also are gathered by Navy cameramen, and scenes designated for public release are distributed to civilian TV and newsreel representatives.

Navy moviemakers also chronicle scientific achievements and geographic discoveries and produce documentaries on such subjects as the development of a guided missile, studies of the ocean floor, and wintering over in Antarctica.

As official cinematographer for the President, the Naval Photographic Center has produced motion picture footage which contains intimate glimpses inside the Cabinet room and the President's oval office, and major trips of the President, including the final days of John F. Kennedy.

In addition to the relatively new specialized college courses for movie-minded journalists and photographers, the Naval Photographic Center has a continuing education program which features weekly screenings of International Film Festival entries, Academy Award winners and superior industrial films. Each showing is followed by a critique, which often is led by the film's producer.

Navy moviemakers also attend seminars, conferences and special training workshops, and keep the Navy apprised of advances in equipment and motion picture concepts.

bulletin board

Personnel (Pers-B2143), with a copy to the Chief of Naval Operations (Op-346), before 15 April of a given course year.

Photo-Journalism

A one-year class in Photographic Journalism is convened at Syracuse University each September for male JOs and PHs in grades E-5 and above. Applicants must have less than 15 years' service if E-7, E-8 or E-9; less than 12 years' service if E-6; and less than six years' service if in grade E-5. Time in service is computed from 1 July of the year of enrollment.

Also, applicants must be able to type, have the CO's recommendation, and must:

- Be a high school graduate or have a service-accepted equivalent.
- Have a combined GCT/ARI of 110 or higher (no waivers).
- Not be a graduate of the Enlisted Cinematography course.
- Have 24 months of obligated service upon completion of training.

Graduates of the photo-journalism course receive NEC 8148 (Documentary News Still Photographer) and are assigned to major staffs, mobile photographic units or other major activities which have appropriate requirements.

Your request for this school should be sent to the Chief of Naval Personnel (Pers-B2143) before 15 April of the year your class would convene.

A copy of your request to the Chief of Naval Operations (Op-346) must be accompanied by a portfolio of photographs you have made. The specifications: Ten recent 8- by 10-inch pictures of the documentary, public information type. An officer must certify that the photos are your original work.



Specialized College Quotas for JOs and PHs

Here are the current Navy quotas for the specialized college programs available to journalists and photographers. Note that the quotas apply to classes which convene this year, and are subject to change.

- Scriptwriting - 2.
- Officer Cinematography - 2.
- Enlisted Cinematography - 12.
- Quality Control - 20.
- Photo-Journalism - 15.

List of New Motion Pictures Available To Ships and Overseas Bases

The list of recently released 16-mm feature movies available from the Navy Motion Picture Service is published here for ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Impossible Years (WS) (C): Comedy; David Niven, Lola Albright.

Five Card Stud (C): Western; Dean Martin, Robert Mitchum.

The Bride Wore Black (C): Drama; Jeanne Moreau, Michel Bouquet.

The Emerald of Artatama (C): Adventure; Rory Calhoun, James Philbrook.

Boom (WS) (C): Drama; Elizabeth Taylor, Richard Burton.

Madigan (WS) (C): Melodrama; Richard Widmark, Henry Fonda.

The Young Runaways (WS) (C): Drama; Brooke Bundy, Kevin Coughlin.

Don't Raise the Bridge, Lower the River (C): Comedy; Jerry Lewis, Terry Thomas.

Assignment K (WS) (C): Mystery Drama; Stephen Boyd, Camilla Sparv.

30 Is a Dangerous Age, Cynthia (C): Comedy; Eddie Foy, Jr., Dudley Moore.

A Stranger in Town (C): Action Drama; Tony Anthony, Frank Wolf.

Battle Beneath the Earth (C): Science Fiction; Kerwin Mathews, Viviane Ventura.

In Cold Blood (WS): Semi-documentary; Robert Blake, Scott Wilson.

The Last Adventure (WS) (C): Adventure Drama; Alain Delon, Lino Ventura.

The Legend of Lylah Clare (C): Melodrama; Kim Novak, Peter Finch.

Kenner (C): Adventure Drama; Jim Brown, Madlyn Rhue.

More New Enlisted Quarters Are Opened at Great Lakes

Hundreds of Navymen, Waves and transients recently moved into their respective new enlisted quarters at Great Lakes Naval Training Center. For them, it represented an improvement in living conditions. For the Navy, it was another step toward more personalized quarters.

The new quarters avoid the standard Navy gray,

substituting color schemes of red, blue, green and gold. The public areas and corridors are fully carpeted and the windows have draperies.

Most rooms accommodate four and are equipped with study desk areas, Hollywood style beds and large wardrobe type individual lockers. There are television and recreation facilities on each floor.

A new Wave barracks also has some additional features. There is a rug on the floor of each room and the barracks also has washing machines and dryers and two large kitchens.

Plans are underway for similar living quarters to house all Navymen in and above pay grade E-2.

On the Job Training at Pearl Helps Navymen Do a Better Job

During any given month, the Fleet Training Group at Pearl Harbor, Hawaii, provides on-the-job-type training and testing for some 1200 shipboard Navymen. Emphasis is on showing the Fleet sailors how they can do a better job with everyday duties—and that everyday duties are essential to the success of a ship's operations.

Classes at the FTG range from one-half day to 12 weeks. Training is conducted by 60 instructors—mostly chief and petty officers first class—who hold classes ashore and then go on board ship as underway observers during operational readiness inspections.

The students primarily are men assigned to Pearl Harbor-based ships, but other Navymen, including some from foreign navies, also attend the courses.

The FTG ashore section offers 70 courses in general areas such as electronics, gunnery, engineering and underseas weapons. The latter is a relatively new and expanding class which provides training in the operation and maintenance of various underseas weapons.

Gunnery training at the FTG is geared to follow a thorough, fast-paced schedule. Seaman Ronald Madery of *uss Hissem* (DER 400), a recent graduate of gunnery training, gives an example: "I attended classes in the 3-inch/50-caliber rapid fire gun mount and learned how to maintain the gun and operate it the way it should be. I never realized I could learn so much in just four days."

Firefighting and damage control are FTG specialties. The school offers 11 different courses in these subjects, and each year some 5000 PACFLT Navymen return to their ships with renewed confidence in their ability to handle emergency situations at sea.

The engineering officer of *uss Epperson* (DD 719), Lieutenant (jg) John G. Bloomer, said that before his ship's latest deployment, almost every enlisted man on board received FTG firefighting training. "By the time we deployed," said LT Bloomer, "the crew had an exceptional interest in damage control. There was a general feeling that we could handle any emergency that might arise."

Boatswain's Mate 2nd class James E. Tucker added that he had been through the FTG "four or five times," but that he still learns "a little more each time I go." Tucker continued: "Mainly I learned not to be

afraid of fire—but to respect it. I could walk into a smoking compartment right now and know exactly what to do."

Underway training shows how well the ship crews learn their FTG lessons. Seven officers and 27 enlisted instructors known as FTG ship riders go along during refresher training and observe activities from engine room to signal bridge.

All surface ships which operate from Pearl Harbor regularly receive such training. Most often involved are units of DESFLOT FIVE, SERVON Five and Hawaii's Coast Guard command. Ships headed for duty in the Far East often stop for FTG training, as do some ships of foreign navies. The underway training usually is confined to an area 800 square miles south of Pearl Harbor.

Battle problems which range from personnel casualties to bomb hits below the waterline are simulated and the crews must make "repairs" and keep their ships in operation while the ship riders look on.

One of the FTG ship riders, Radarman 1st Class Chester C. Driggers, said he observes operations within the combat information center, and "gives a hand when needed." Driggers said that he and the other ship riders elsewhere on board hold classes "sometimes, but during battle problems we only observe and grade the activities. If the crew does something wrong, we show how to correct it."

The FTG is flexible in its training schedule. For example, if a ship scheduled for gunnery instruction shows up with inoperative guns, the FTG will train the crew in some other area in order to, as one Navyman put it, get 'em while they're here." Then, any training that was missed is rescheduled.

Advancement Quals Published for Eleven Decompressed Ratings

Navymen in 11 ratings which were decompressed last December can grab their books and begin studying for the February 1970 exams.

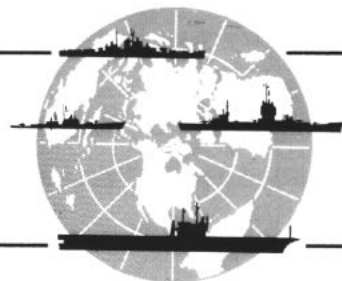
Advancement qualifications for 10 of the ratings were published as Enclosure One to BuPers Notice 1414 of 15 Mar 1969. They are for the following ratings: Quartermaster, Signalman, Boilerman, Machinist's Mate, Ship's Serviceman, Storekeeper, Mine-man, Aircrew Survival Equipmentman, Aviation Maintenance Administrationman and Aviation Storekeeper.

Advancement quals for the 11th rating, Torpedoman's Mate, were published in BuPers Notice 1440 of 6 January.

The 11 ratings listed above were decompressed at the E-8 and E-9 levels on 22 October and the new advancement qualifications will be used to prepare the February 1970 Navy-wide examinations for senior and master chief petty officers.

The qualifications should be inserted in the *Manual of Qualifications* in accordance with instructions in BuPers Notice 1414, so that they may be readily available for guidance of personnel in the decompressed ratings. Do not file them with the notice.

Letters to the Editor



No Star on First PUC

SIR: Crewmembers of USS *Kitty Hawk* (CVA 63) who were embarked from 23 Dec 1967 to 1 Jun 1968 are entitled to wear the Presidential Unit Citation as are the men of embarked Attack Squadron 112 of Carrier Air Wing 11.

I have been unable to find references to wearing the bronze star with the PUC ribbon on the first award but I think there is such a directive. I also believe the same notice gives permission to those who become attached to the command after the action award dates to wear the ribbon without a star as a courtesy to the command.

Since we will be in a number of WESTPAC ports, I would like to know how to wear the award correctly.—C. E. N., PN2.

• *The experts on awards say no directive exists authorizing a bronze star to be worn on the ribbon for a first award of the Presidential Unit Citation. They recommend you stick to the advice given in SecNav Inst*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

P1650.1C, Section 3, Article 331. You will find the ribbon alone is worn for the first award, and bronze stars indicate subsequent awards of the same decoration.

You will also find that men attached to the command before or after the action date are not entitled to wear the ribbon.—Ed.

Post Office Delivers Again

SIR: We of the Post Office on board USS *America* (CVA 66) would like to congratulate our counterparts on USS *Constellation* (CVA 64) for issuing 2253 money orders in 14 hours

which totaled \$161,391.59. (ALL HANDS, January 1969, p. 44). But it's not a record.

While in WestPac, the *America* crew sold 2589 money orders during a 12-hour period, and 2376 money orders a week later, in a single day. Total sales were \$167,560.13 and \$169,109.71, respectively.

It's very possible another Navy post office could top these figures, and it only goes to show that during carrier deployment, post office crews put in those long, hard hours, just like their shipmates. I can assure you that if you got into tonnage of mail handled during carrier deployment, the figures would be equally staggering.—A. Armendariz, PCI, USN.

• *Our hats are off to you. For your brisk money order business—and for not claiming a record.*

It's been said before, and it's worth saying again: The men who process the mail rate a vote of thanks.—Ed.

Stripes on Sleeve Cuffs

SIR: In response to the possibility that a few old-timers might still be around to identify some of the Navy-men shown in a photo taken approximately 70 years ago (ALL HANDS, January 1969):

Sorry, that was before my time. However, in addition to youth, I have sharp vision—and a question about the uniforms worn in those days.

Two of the five jumpers shown have three white stripes on the sleeve cuffs—much like the piping we wear today. However, two of the jumpers have two stripes on the sleeve cuffs, and the fifth jumper only one.

What significance, if any, did white sleeve piping have in those days?—J. Y., RM3, USN.

• *Some 20 years ago, before the present rating structure went into effect, white stripes on the cuffs of the dress blue jumper indicated a Navyman's rate, as follows: petty officers 1st, 2nd and 3rd class, and seamen and firemen 1st class, three stripes;*



CREWMEN man rails as 25-year-old USS *Grapple* (ARS 7) pulls into port.

seamen and firemen 2nd class, two stripes; seamen and firemen 3rd class, one stripe.

Transition to the new rating structure—completed on 2 Apr 1949—included the elimination of white cuff stripes as an indication of rate. Three stripes became standard—for decoration only.

Also, the Seaman Branch was dropped and petty officers who previously wore their rating badges on the right sleeve moved them to the left. The so-called right arm ratings affected by this change were Fire Controlman, Signalman, Quartermaster, Torpedoman's Mate, Mineman, Gunner's Mate, Turret Captain and Boatswain's Mate.

On another old subject, you ask whether the Navymen in the picture have been identified.

Not yet. We're waiting to hear from someone who served in 1900 and, at age 90 or so, has a memory for faces seen 70 years ago.—Ed.

Gundeck Is Well-Documented

SIR: After reading your explanation of the term "gundecking" in your September 1968 issue (Letters to the Editor, p. 28), and the continuing controversy on the subject since then, I believe a more colorful explanation is one which I ran across some years ago in an old book of naval slang and expressions.

It describes how the commodore of an early British squadron received his position reports from his navigator who had a somewhat oversimplified method of determining his fix.

By using the reports received from the other ships in company, the navigator obtained his position without so much as taking one celestial. He never had to leave the gundeck, the one below the main deck. As a result, it became known that at fix time, the navigator was below "gundecking" his position.

As an added matter of interest, I've also learned that "gundecking" also means pretending to be sober whereas "smokestacking" describes pretending to be drunk.—G. W. Crowninshield, LCDR, USN.

SIR: In your September 1968 LTE section you invited readers to submit explanations for the term "gundecking." I so submit.

You are correct in assuming that the gundeck was the deck below the



HOME ON THE RANGE—AVR of Surface Craft Dept., NAS Point Mugu, gets a washdown. The craft is assigned duties on Pacific Missile Range.

upper deck and one upon which no guns were actually mounted. It was the living quarters for the midshipmen.

The term "gundecking" arises from the fact that this was also the place where the midshipmen did their navigation lessons. They would take sun lines at noon and celestial fixes at night, then go below to the gundeck, work out their calculations and show them to the navigation officer who taught the classes.

Certain of these young men, however, had a special formula worked out ahead of time which aided them in arriving at a pretty safe and correct conclusion. They would note the noon or last position on the quarter-deck traverse board and determine an approximate current position by dead reckoning plotting, using the quarter-deck log information, such as speed and course changes from the last calculated position. With this dead reckoning position in hand, they would return to the gundeck and proceed to "gundeck" their navigation homework by simply working backwards from the dead reckoning position.—E. F. Speck, Jr.

• Thank you, gentlemen, for your definitions. It's always a pleasure to hear from readers interested in and knowledgeable of naval history and traditions.—Ed.

Reserve Obligations

SIR: I've been on active duty since April 1968 under the Reserve "Two-by-Six" program, in which I serve two years of active duty as part of a six-year Reserve enlistment. I planned on returning to civilian life in April 1970.

However, I now hear rumors of at least two different plans to cut back Reservists' active duty obligations. One is a simple "early out" plan. The other would cut active duty obligations from two years down to one year.

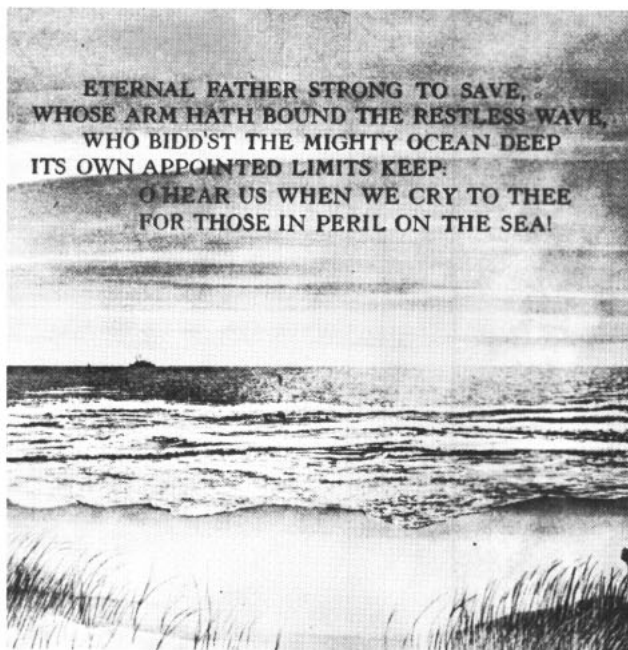
Any substance to these rumors?—J. L. P., USNR.

• In a word, no.

A flood of queries similar to yours has had people in the Active Enlisted Plans Branch, BuPers, wondering how (and where) in the world such rumors got started.

Perhaps some Reservists think there will be a repetition of the program under which 30,000 two-by-sixers were released early during the last three months of last year. However, last year's program was an economic necessity—and a one-time deal.

For the record: The Navy currently has no plans this year for another early separation program or reduction of Reserve contract obligations.—Ed.



Navy Hymn Has Long History

SIR: I recently heard a hymn entitled "O Master of the Waking World," which sounded very much like our Navy hymn, "Eternal Father, Strong to Save." The lyrics were different, but the music was the same.

Do you have anything on this subject?—H. D. A., CAPT, USN.

•What you heard is not unusual. The music to "Eternal Father, Strong to Save," sometimes shortened to "Eternal Father," and known as the Navy Hymn, can be found in many Protestant hymnals with lyrics other than the original.

You probably heard "The Kingdom of God," which appeared in the 1935 edition of the Methodist Hymnal, and begins with the words "O Master of the Waking World."

Credit was properly given to both the lyricist who wrote the verses of "The Kingdom of God," Frank Mason North, and the composer of "Eternal Father," Rev. John Bacchus Dykes of England.

But the words of what is now best known as the "Navy Hymn" date back to the mid-nineteenth century.

They were the original words to "Eternal Father," written in 1860 by Rev. William Whiting of the Church of England, who had survived a vicious storm in the Mediter-

anean. Rev. Whiting was inspired to write the following words:

**Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty ocean deep
Its own appointed limits keep;
O hear us when we cry to thee,
For those in peril on the sea.**

That was the first stanza of "Eternal Father."

The music itself, as mentioned above, was composed by Rev. John Bacchus Dykes. The composition first was entitled "Melita" (ancient name for the island of Malta). Rev. Dykes adapted the music to "Eternal Father" in 1861.

(Rev. Dykes also composed the music for hymns such as "Holy, Holy, Holy," "Lead, Kindly Light," and "Nearer, My God to Thee.")

Now to the Navy angle. "Eternal Father" has long appealed to seafarers, particularly those in the United States, British and French navies.

In 1879, the late Rear Admiral Charles J. Train, USN, then a lieutenant commander and officer-in-charge of the Midshipmen choir at the Naval Academy, initiated the singing of "Eternal Father" during Academy chapel services. (This inaugurated the present practice of concluding each Sunday's Divine Service at the Academy with a singing of the hymn's

original first verse.)

Another popular verse known as the Naval Aviation version apparently was written either during or shortly after World War II. This verse is as follows:

**Lord, guard and guide the men who fly
Through the great spaces in the sky,
Be with them always in the air,
In dark'ning storms or sunlight fair.
O, Hear us when we lift our prayer,
For those in peril in the air.**

This verse and the original verse were the ones rendered by the Naval Aviation Cadet Choir on the Navy Log television series.

Melodic experts in the Music Branch of the Bureau of Naval Personnel consider "Melita," "Eternal Father," "Navy Hymn," or whatever you call it, a moving and inspirational work. Little wonder, they say, that so many different lyrics have been adapted to the music.—Ed.

ID Cards While in the Reserve

SIR: Active duty Navymen are not the only ones in our establishment who face policy stumblers. We also have them in the Naval Reserve.

Take ID cards.

Three years ago I moved to the Retired Reserve after 20 years as a Reservist. Of course, I will not begin to draw Reserve retired pay until age 60, which is some years away.

However, for most of those years, I will not have an ID card to identify myself as a member of the Retired Reserve. I was not issued a new ID card when I retired; the one I carried with me into retirement has an expiration date of 2 Oct 1969.

Checking with the local Training Center, I'm told that I do not need a new ID card until I reach age 60 and apply for Reserve Retired pay. In other words I'll be identifying myself with an expired ID card.

Does this make sense to you? I have addressed the same question to the editor of "The Naval Reservist" magazine, but thought you might like to pass this information to any Reservists on active duty who might some day face the same problem.—G. M. S., SKC, USNR(Ret).

•When you transferred to the Retired Reserve, you should have received a new ID card (a red one) with the word "Retired" entered in block

for "Expiration Date." The card is DD Form 2N (Reserve).

To get one, we suggest you call again at your Reserve Training Center and ask for a copy of NavPers 5512/1 (Application Form). Your completed application can be verified by a Navy card-issuing activity when you can present your retirement orders as positive proof of your retired status.

If you do not have a copy of your retirement orders, fill out your application and mail it to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md. 21905. After your retired status is verified and the application is returned to you, trade it for a new card at any Navy ID card-issuing activity.

When you reach age 60 and are authorized Reserve Retired pay, you should obtain DD Form 2N (Retired), a gray ID card, which will permit you to cash in on your retired benefits. Details on ID cards are discussed in article B-2105, "BuPers Manual."

The editor of "The Naval Reservist" thought it was interesting that we heard from his reader.—ED.



PEARL HARBOR-based USS Carpenter (DD 825) refuels helo while on station.

Yokosuka Night Riders

SIR: As an old Far East hand, I couldn't resist a few comments on your article on living conditions at Yokosuka, Japan.

Navy men and their dependents coming to Japan shouldn't have to stay overnight at Tachikawa and ride the bus to Yokosuka the following day.

All accompanied personnel arriving in Japan are assigned a sponsor who is expected to meet them upon arrival and provide personal transporta-

tion to Yokosuka as well as billeting at a hotel upon arrival there.

This should eliminate the hair-raising taxi ride in the middle of the night and, believe you me, it can be extremely exciting, even terrifying, especially to those who haven't been there before.—R. E. Carter, YNC, USN.

◆Thanks for your comments. Those who have experienced the thrill of a Tachikawa-Yokosuka taxi ride are happy that the sponsor system is alive and well at Yokosuka.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

◆USS Washington (BB 56)—A reunion will be held 14 through 17 July at Wilmington, N. C. For details, write to USS Washington Reunion Group, Box 27035, Columbus, Ohio 43227.

◆USS Pennsylvania (BB 38)—The sixth reunion will be held at the Jolly Roger Motor Inn, Anaheim, Calif., on 31 May. For information, contact Phil Turbitt, 154 W. Zane St., Long Beach, Calif. 90805.

◆USS Barton (DD 722)—A reunion for those who served aboard during the Korean conflict will be held in Washington, D. C. For confirmation of dates and other details, contact Jim Deters, 2605 Greenup St., Covington, Ky. 41014.

◆USS Nereus (AS 17)—Plankowners and members of Boot Camp Co.

4027 will hold a reunion 19 July at Vallejo, Calif. John D. Groo, 2109 Illinois St., Vallejo, Calif. 94590, is your contact.

◆VP 83—Second reunion will be held at Pensacola 25 and 26 September. For details, contact R. R. Fluck, 319 Calhoun Ave., Pensacola, Fla. 32507.

◆LCI (L) Flotilla II—A reunion will be held in Southern California in July 1970 by those who served in Europe during 1943-44. For details, contact Paul Carter, 804 4th Ave., Iowa City, Iowa 52240.

◆Third Marine Division—The 15th annual reunion will be held in Miami, Fla., on 10 through 13 July. Contact T. O. Kelly, 7222 Valley Crest Blvd., Annandale, Va. 22003.

◆PT Boat Operators (WW II)—A reunion will be held at the Shamrock Hilton Hotel, Houston, Tex., 24, 25 October. For details, contact J. M. Newberry, P. O. Box 202, Memphis, Tenn. 38101.

◆Submarine Veterans—The sixth annual reunion will be held 7 through 10 August at the Sheraton Motor Inn,

Quincy, Mass. For details, contact W. C. Gannon, 5 Winnemere St., Malden, Mass. 02148.

◆First CB Detachment—A reunion is being planned for the near future, with time and place to be determined. Contact Samuel Weissman, 46 Pinecone Lane, Westbury, L. I., N. Y. 11590.

◆USS Gambier Bay (CVE 73 and CV 10)—A reunion is being planned for this year in St. Louis, but exact date and place are not yet determined. For details, contact Anthony Potochniak, 1110 Holly Lane, Endicott, N. Y. 13760.

◆USS Spadefish (SS 411)—It is proposed that a reunion be held at Newport News, Va., around the end of July. For details, contact Kenneth L. Sigworth, 26 Colburn Drive, Poughkeepsie, N. Y. 12603.

◆Patrol Bombing Squadron 28 (WW II)—A reunion is being contemplated for sometime in the late summer or early fall, with date and place to be determined. For details, contact Donald G. Reed, 1211 W. 22nd St., Oak Brook, Ill. 60521.



USS Ely (PCE 880)

Good Duty on the Great Lakes

SIR: It appears that ALL HANDS is again running articles on the many duty stations available to Navymen throughout the world. Despite the far-away places with strange sounding names mentioned in your January issue, I'll bet there are some Navymen who will tell you the only good sea duty is no sea duty at all.

However, we on board *uss Ely* (PCE 880) must disagree. *Ely* is a ship in what has been called the Corn

Belt Fleet, and we're willing to bet a lot of sailors scattered around the world aren't even aware the Navy has ships operating in the heart of America's midwest.

The fleet is composed of escort and patrol ships, the front-runner of which is *Ely*, homeported in Sheboygan, Wis. Others are *uss Havre* (PCE 877), homeported at Great Lakes, Ill.; *uss Portage* (PCE 902), homeported in Milwaukee, Wis.; and *uss Amherst*

(PCER 853), which is homeported at Detroit, Mich. Homeported in Chicago is *uss Parle* (DE 708).

Generally speaking, the fleet's steaming season begins in late March and ends in mid-November. The ships rarely remain away from port overnight and, by and large, the crews enjoy the best liberty ports in the world—no new languages to learn, no foreign currency to struggle with and no exotic customs to observe.

Thirteen major states make up the Ninth Naval District and the four training craft are the only seagoing Navy many of the people living around the Great Lakes have an opportunity to see. It is also a pleasure for the men of the Great Lakes Navy to meet the midwestern people and show them real Navy ships.

Some examples of the cordiality which exists between the Navy and the port people can be found in the call *Ely* made at Manistee, Mich., to celebrate Independence Day last year. *Ely* was the first Navy ship to visit the town in 25 years and most of the 7500 people who live there visited the ship.

The same thing happened at Port Washington and Green Bay, Wis.

It might surprise some old Navy salts that even Regular Navymen can learn a thing or two from the Reservists who come aboard and, believe me, they impress us with the way they can take over and perform every job given them. They can even tell us a few stories we haven't heard before.

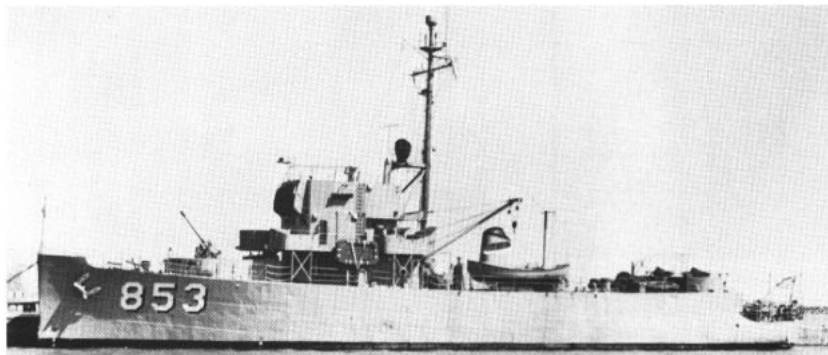
For the most part, duty on board a Corn Belt PCE or PCER is more interesting than any other duty we have had, which makes us who are on board wonder why they are undermanned.

The tour is two years of neutral duty and, it has been said that it tops shore duty. Navymen who want duty with the Corn Belt Fleet need only submit their requests to EPDOs for preferred duty.

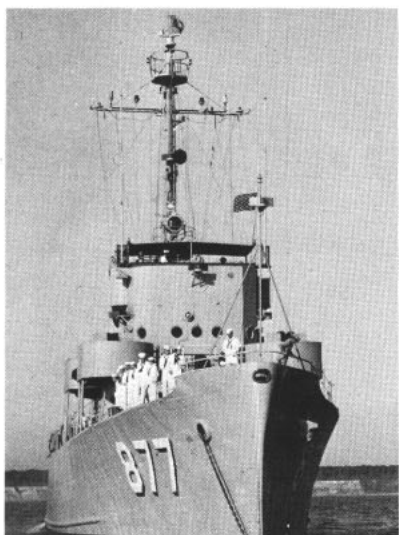
—William Wucher, SKC, USN.

• To check your credentials as a connoisseur of sea duty, we found you had served in five ships other than *Ely* since the latter part of 1958.

We must conclude, therefore, that you know what you are talking about. Thanks for not only a very informative but also very interesting report. Perhaps your description of this neutral duty will spark others into following you to the Great Lakes.—ED.



Corn Belt Fleet includes USS Amherst (PCER 853), above, USS Havre (PCE 877), below left, and USS Portage (PCE 902), below right.



Grandfather Was a Sailor

SIR: When I read "Grandfather Was a Navyman, Too" in the January issue of *ALL HANDS*, I was curious to know whether I could locate the service record of your reader's ancestor with no information other than was contained in your story.

When I tell you I located his record, you can draw your own conclusions about the retrievability of data at the National Personnel Records Center.

The record showed your reader's grandfather, Fred C. Bolger, enlisted at Mare Island as a Landsman on 24 Jan 1891 when he was 21 years and five months of age. His height was five feet, five and a half inches; he had blue eyes, brown hair and a florid complexion.

Bolger listed his occupation as: None, when he enlisted. He was stationed briefly (two days) in *uss Independence*, and then was transferred to *uss Alert*, in which he served until 4 Oct 1893. He then returned to *Independence* until he was first discharged on 24 Oct 1893.

During this enlistment he advanced from landsman to O. S. (ordinary seaman), and then to seaman, the rating he held at discharge.

He reenlisted as seaman at Cleveland (his birthplace) on 8 Jun 1895 and was in *uss Michigan* to 25 Mar 1898 and in *uss Columbia* to 7 June of that year when he was discharged. While on board *Michigan* he was promoted to coxswain.

On 14 Jan 1901 he reenlisted for four years at Erie, Pa., as a seaman, and was in *Michigan* until 15 Jan 1903 and in *Columbia* until he died on 15 May 1903 at the Naval Hospital in New York. He was promoted to quartermaster, 3rd Class as of 30 Jan 1902. He was buried at U. S. Naval Cemetery, Brooklyn, N. Y.

A letter written on 7 Aug 1903 notes that James Bolger was listed as our subject's father. The next of kin was recorded on his 14 Jan 1901 enlistment and the father's address was given as 249 Trowbridge Ave., Cleveland, Ohio.

Bolger was injured in 1893 while sailing in *Alert* and medical details concerning the injury are listed in his record. His service number was 165 19 65. Sorry I can't give you any more details.—W. I. Nash, Lieutenant Commander, USN, BuPers Liaison Officer, National Personnel Records Center, St. Louis, Mo.

• *We are filled with nothing less than sheer admiration and astonishment. We knew, of course, that the*



AND SO TO BED—USS Davis (DD 937), in Da Nang Harbor after a day of gunfire support, darkens ship and takes up a night station close to shore.

Records Center was extremely competent, but had no idea of the vast range of information it possessed, nor the indefatigability of retrieval experts such as you.

After your brilliant display, we are somewhat diffident about adding our minuscule bits of information concerning the ships in which Grandfather Bolger served. Nevertheless . . .

When he passed through Independence on his way to Alert, Independence was a receiving ship and had been acting in that capacity for 34 years. This was the Independence which had earlier been designated as the flagship of the Mediterranean Squadron which fought the Barbary pirates in 1815. She continued to serve as a receiving ship until 1912.

As we reconstruct the dates, Bolger must have been on board Alert when she sailed the Bering Sea seal patrol, was still with her when she finished her Asiatic Station tour in August 1893, and must have helped place her out of commission in October.

Presumably Grandfather Bolger served on board Michigan and saw duty in the Great Lakes. Columbia (Cruiser No. 12) was a receiving ship in New York when Bolger was aboard. He appears to have sailed nearly all seven seas during his Navy career. —ED.

Reserve Pennants

SIR: In a civilian publication concerning small boat handling, I came across two pennants pertaining to the Naval Reserve. One is listed as "Naval Reserve Yacht Pennant" and the other is "Naval Reserve Yacht Owner's

Distinguishing Pennant."

Who is authorized to fly these pennants, and where can one find this authorization?—D. R. H., ENCS, USNR.

• *The Naval Reserve Yacht Owner's Distinguishing Pennant is a personal pennant which designates the owner or operator of the vessel on which it is flown as one who made a yacht or other vessel available to the Navy during World War II.*

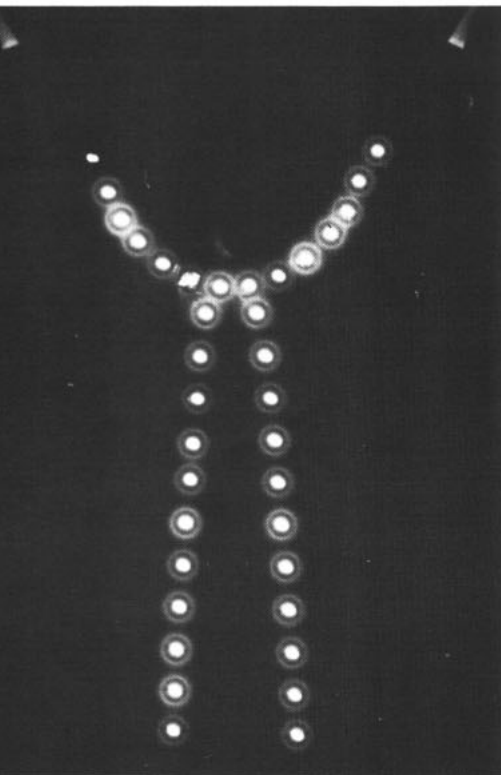
It may be displayed on any craft owned or chartered by such individuals.

You must, of course, have documentary evidence of your right to fly this pennant. If your vessel was made available to the Navy during World War II, and you wish to fly the pennant, you should make application to the commandant of the naval district in which you live. He'll take it from there.

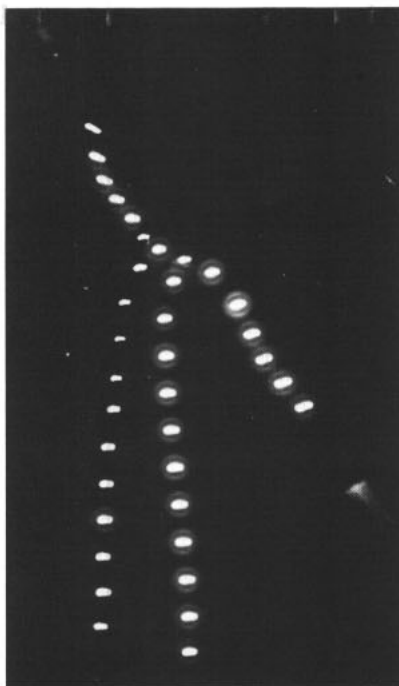
The Naval Reserve Yacht Pennant, on the other hand, designates a vessel as being made available for Navy use during any future time of war. A warrant must be issued by the Secretary of the Navy for each craft so designated. Also, the captain or owner of the yacht must be a member of the Navy or Naval Reserve.

Not all small vessels, of course, would be of any use to the Navy during time of war. In order to be eligible for the SecNav warrant, the vessel must first have been determined by the Chief of Naval Operations as suitable for such service.

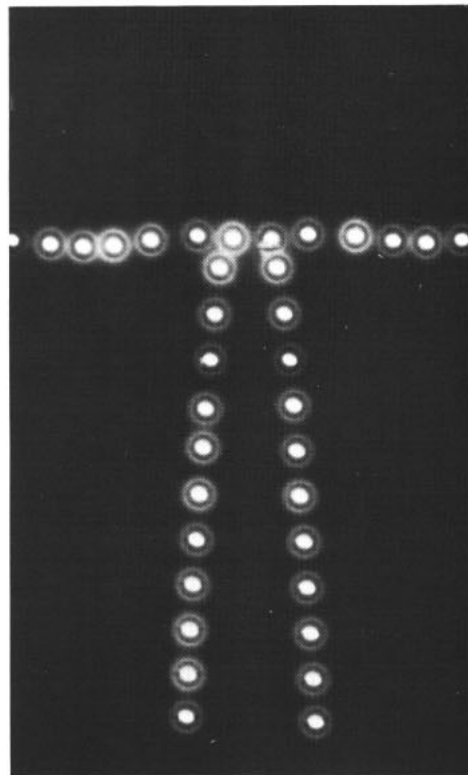
If you think your vessel would be useful as a wartime auxiliary, you should make application to CNO, via the closest district commandant.—ED.



"Too high, bring it down."



"Slide right."



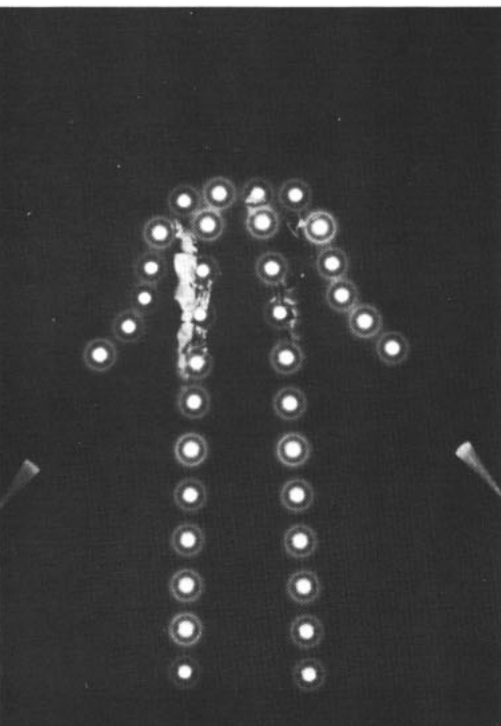
"Roger, ready to receive your approach."

Twinkle, Twinkle, He's the Star

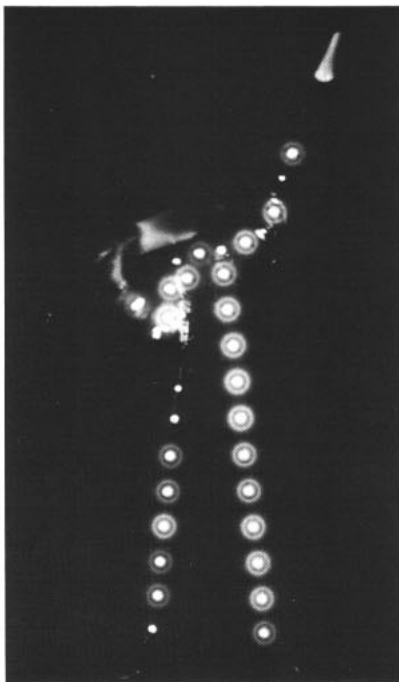
THE UNUSUAL LIGHT PATTERNS resembling oriental writing are in reality the landing signalman aboard USS *Tripoli* (LPH 10) operating off the coast of Vietnam. Flight operations aboard the ship often continue after dark. In order for a helicopter pilot to land at

night he needs a director he can see. The answer was provided by the Navy's lighted suits, strings of battery powered lights attached to a one-piece coverall. Acting as a traffic signal the director can tell the pilot if he is too high, too low, to the right or to the left.

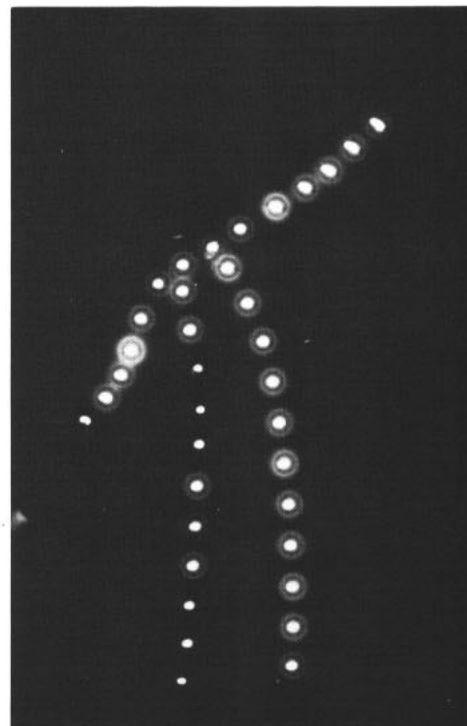
"Too low, take it up."



"Cut engines, pilot's flight is completed."



"Slide left."





Sam E. McCrum, JOC, USN



"Penny for your thoughts, Chief."

Norman Walker, SN, USNR



"... and on the third day, I created the bowline."

Frank E. Kowing, Jr., PN3, USN



"Now Liberty Call . . . Lib . . ."

Jeremiah H. Paoli, IC1, USN



"Why me?"

Ronald J. Costa, CT3, USN



"The XO? Why yes, Seaman Jones, that's him on the . . . uh . . . pointy end."

TAFFRAIL TALK

THE OFFICERS AND MEN of the nuclear powered guided missile frigate *USS Truxtun* (DLGN 35) would like it known that they are continuing their campaign to educate the rest of the world on the proper spelling of their ship's name.

Just because their cigarette lighters may be inscribed *Truxtan*, and their ashtrays may read *Truxtin*, that's no reason to jump to wild conclusions. These things often happen, *Truxtun*-men find, when such items are sent out for engraving.

It's all part of a never-ending battle which the men of that ship fight to keep the second "u" in the name. Newspapers and magazines do not seem to go for that second "u," apparently. They seem to prefer to call the frigate *Truxton*, among other things.

Trophies and plaques have come back to the ship beautifully inscribed *Truxten*.

According to Chief Journalist Dick Wood, writing in the *CRUESPAC* magazine *Vigilance*, the ship *Truxtun* has had more success keeping its name than the town of approximately the same name in New York.

All of the official town forms, stamps, seals, letterheads and the like had been incorrectly produced with the "o" in place of the "u", and when the town post office turned up with the same error in its postmark, that clinched it. The town officially became *Truxton*.

Lieutenant W. L. Allison, *Truxtun's* public affairs officer, adamantly proclaims this will never be the case with *USS Truxtun*. The ship was named after a founding father of the U. S. Navy, and his memory is not about to be shadowed by the improper spelling of his famous name, even though the town may have succumbed at long last.

We salute the men of *Truxtun*, and stand behind them in their fight to educate the public about their ship's name. We only hope that our good friends, the typesetters, will do likewise.

★ ★ ★

The forward torpedo room of a submarine makes for a smallish ballroom, the square dance club at Guantanamo Bay discovered last fall.

Eight members of the Gitmo Swingers (eight make up a square, for you watusi-lovers) gave a demonstration aboard *USS Sea Cat* (AGSS 399). She was submerged at the time.

It was one more in a long list of unusual places and conditions the Gitmo Swingers have tried, says Journalist Seaman John Bell.

They have also danced on the open deck of a submarine (no, it was not submerged that time, ding-a-ling), and on the fantail of a Republic of Korea destroyer. Each club member has a monogrammed patch to show he has taken part in the special dances.

Warrant Officer Bob Caster, the club's program director, wears over 50 of the special patches. His raindrop badge shows he has danced in the rain; the grasshopper one signifies a barefoot dance. He also wears a barrel badge, for dancing in the Guantanamo Base's desalinization plant.

Anyone for a telephone booth?

The All Hands Staff

The United States Navy Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's great future depends. The United States Navy exists to make it so.

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and interesting feature subjects are all of interest.

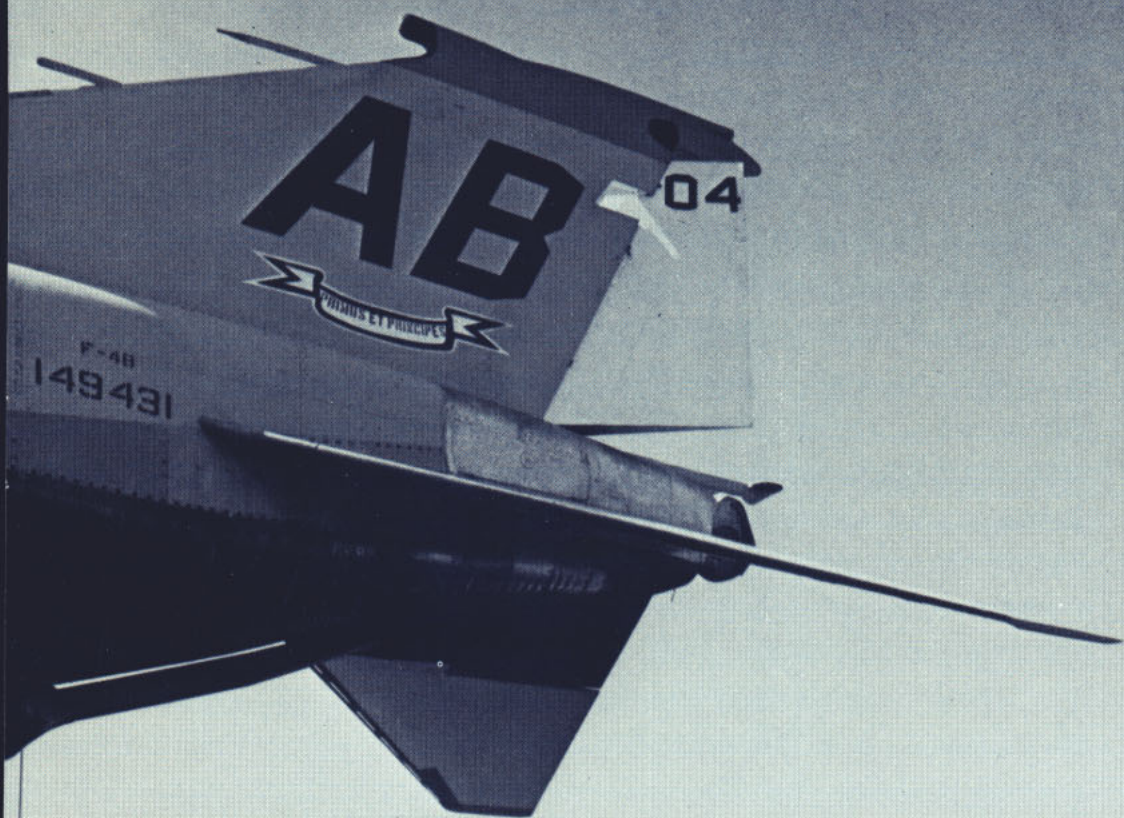
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article.

Address material to Editor, **ALL HANDS**, Pers. G15, Navy Department, Washington, D. C. 20370.

• **AT RIGHT: PARTNERS**—Destroyer *USS Leary* (DD 879) is framed by the tail of an aircraft on the flight deck of attack aircraft carrier *USS John F. Kennedy* (CVA 67) as the ships cruise side by side.

ALL HANDS



A TRIBUTE TO



TEAMWORK

Armed Forces Day

MAY 17, 1969